UNITED STATES RAILROAD ADMINISTRATION

Walker D. Hines, Director General of Railroads

SOUTHERN PACIFIC RAILROAD

(LINES SOUTH OF ASHLAND)

1

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

To Take Effect Sunday, June 1, 1919, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

W. R. SCOTT,
Federal Manager.

J. H. DYER,
General Manager.

T. H. WILLIAMS,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward. FROM SAN FRANCISCO. | TOWARD SAN FRANCISCO. Westward.

Capacity of sidings in car lengths and location of Scales, Fuel Water, Turning and Telephone Stations.	THIRD CLASS			FIRST CLASS					Distance from San Francisco		Time Table No. 1 June 1, 1919		Distance from Exeter	FIRST CLASS					THIRD CLASS				
			238 Fresno Porterville Way Freight				✓ 8 San Francisco Los Angeles Passenger	✓ 108 Los Angeles Express						✓ 81 Bakersfield Fresno Passenger	✓ 89 Coalinga Exeter Fresno Passenger				239 Porterville Fresno Way Freight				
			Leave Daily Ex. Sunday				Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily				Arrive Daily Ex. Sunday				
WFTOP YARD			6.30AM				4.45PM	7.15AM	205.5	DN-R	**FRESNO**	1.5	51.9	s 10.55AM	s 9.40PM				1.45PM				
I									207.0		A. T. & S. F. Crossing	0.1	50.4										
									207.1		BALL (Spur)	0.8	50.3										
21									207.9		MARS	0.6	49.5										
11			6.50				4.56	f 7.26	208.5		BLOSSOMA	0.5	48.9	f 10.43	f 9.28				1.15				
Y								f	209.0		LUVITA (Spur)	1.6	48.4		f								
								f	210.6		ESHEL (Spur)	1.2	46.8		f								
25 24			7.00				5.02	f 7.31	211.8		BUTLER	1.2	45.6	f 10.38	f 9.23				1.05				
Y								f	213.0		LOCANS (Spur)	1.5	44.4	f	f								
30			7.10				5.07	f 7.36	214.5		IVESTA	1.4	42.9	f 10.34	f 9.19				12.55				
96			7.15				f 5.10	f 7.39	215.9		CLOTHO	3.9	41.5	f 10.31	f 9.16				12.50				
29W			**7.47**				s 5.20	s **7.47**	219.8	D	SANGER	0.8	37.6	s 10.24	s 9.09				12.35PM				
									220.6		WINE ASS'N (Spur)	0.4	36.8										
13									221.0		REKA	1.8	36.4										
19			8.10				f 5.26	f 7.52	222.8		TARN	2.5	34.6	f 10.17	f 9.02				11.45AM				
29			8.20				f 5.32	f 7.57	225.3		FARGO	1.8	32.1	f 10.12	f 8.57				11.35				
									227.1		UVA (Spur)	0.5	30.3										
									227.6		EFCO (Spur)	0.3	29.8										
11			8.30				f 5.37	f 8.02	227.9		LACJAC	0.1	29.5	f 10.07	f 8.52				11.25				
									228.0		A. T. & S. F. Crossing	1.1	29.4										
									229.1		SAMUELS (Spur)	0.8	28.3										
59			9.05				s 5.45	s 8.10	229.9	D	REEDLEY	5.1	27.5	s 10.02	s 8.47				11.15				
66W			**9.50**				s 5.57	s 8.22	235.0	D	DINUBA	2.2	22.4	s **9.50**	s 8.35				**9.50**				
9							f	f	237.2		SMYRNA	2.4	20.2	f	f								
29 29			10.15				f 6.05	f 8.30	239.6		MONSON	4.0	17.8	f 9.40	s 8.25				9.05				
									243.6		A. T. & S. F. Crossing	2.8	13.8										
30 30			10.40				6.19	f **8.43**	246.4		TAURUSA	2.9	11.0	f 9.27	f 8.12				**8.43**				
							f 6.24	f 8.48	249.3		VENICE HILL (Spur)	0.4	8.1	f 9.22	f 8.07								
27			10.55						249.7		KLINK	1.1	7.7						8.25				
13									250.8		DORSEY	1.4	6.6										
22			11.05				f 6.30	f 8.53	252.2		ROCHE	0.9	5.2	f 9.17	f 8.02								
30 30			11.10				6.32	f 8.55	253.1		CAPLIN	0.9	4.3	f 9.15	f 8.00				8.15				
									254.0		LORT (Spur)	1.1	3.4										
4									255.1		MUSK	2.3	2.3										
67WY			11.25AM				s 6.45PM	s **9.05AM**	257.4	DN-R	**EXETER**		0.0	**9.05AM**	7.50PM				8.00AM				
			Arrive Daily Ex. Sunday				Arrive Daily	Arrive Daily			(51.9)			Leave Daily	Leave Daily				Leave Daily Ex. Sunday				
			(4.55) 10.55				(2.00) 25.95	(1.50) 28.30			Time over District Average speed per hour			(1.50) 28.30	(1.50) 28.30				(5.45) 9.02				

Westward trains are superior to trains of same class in opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward — FROM SAN FRANCISCO — TOWARD SAN FRANCISCO — Westward

Time Table No. 1

June 1, 1919

Capacity of sidings in car lengths, and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	FIRST CLASS							FIRST CLASS			THIRD CLASS
	238	8	94	108	Distance from San Francisco		STATIONS	Distance from Famoso	81	97	87	239
	Fresno Porterville Way Freight	San Francisco Los Angeles Passenger	Coalinga Porterville Passenger	Los Angeles Express					Bakersfield San Francisco Passenger	Porterville Coalinga Passenger	Oil Fields Passenger	Porterville Fresno Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
67 WY	12.05PM	6.50PM	10.47AM	9.10AM	257.4	DN-R	**EXETER** 3.1	52.4	s 9.00AM	s 5.30PM	s 9.46PM	7.30AM
	12.17	f 6.58	f10.55	f 9.18	260.5		BURR 2.3	49.3	8.51	f 5.22	9.37	7.15
					262.8		VANCE 1.5	47.0				
141	1.00	s 7.08	s11.03	s 9.26	264.3	D	LINDSAY 1.2	45.5	s 8.45	s 5.15	s 9.30	7.00
10					265.5		WORTHING 0.3	44.3				
					265.8		STOUT (Spur) 2.8	44.0				
45	1.25	s 7.18	s11.11	s 9.34	268.6	D	STRATHMORE 2.3	41.2	s 8.34	s 5.04	f 9.21	6.35
21 8	1.33	f 7.23	f11.16	f 9.39	270.9		ZANTE 1.3	38.9	8.28	f 4.58	9.17	6.20
				f	272.2		LISKO (Spur) 1.5	37.6		f		
				f	273.7		KURTH (Spur) 0.7	36.1		f		
20	1.45	s 7.35	s11.25	s 9.50	274.4		**PORTERVILLE** 0.4	35.4	s 8.20	s 4.50	s 9.11	6.10
55 WY	1.50PM	7.40	s11.30AM	9.55	274.8	DN-R	PORTERVILLE-OLIVE ST. 0.7	35.0	8.15	4.45PM	9.06	6.00AM
					275.5		BONAR (Spur) 1.0	34.3				
25		7.44		f10.00	276.5		PONCA 1.5	33.3	8.11		9.02	
37		f 7.47		f10.03	278.0		LOIS 4.6	31.8	f 8.06		8.59	
40 29		s 7.57		s10.13	282.6	D	TERRA BELLA 4.5	27.2	s 7.58		f 8.52	
17 25		s 8.08		s10.23	287.1	D	DUCOR 2.9	22.7	s 7.48		f 8.44	
29 29		f 8.16		f10.30	290.0		ORRIS 4.9	19.8	f 7.40		8.37	
16		f 8.29		f10.40	294.9		RICHGROVE 4.1	14.9	f 7.31		f 8.29	
30		f 8.42		f10.48	299.0		JASMIN 10.8	10.8	f 7.23		f 8.22	
91 TW		s 9.04PM		s11.05AM	309.8	DN-R	**FAMOSO** (52.4)	0.0	7.05AM		8.05PM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(1.45) 9.94	(2.14) 23.46	(0.43) 24.27	(1.55) 27.34			……Time over District…… ……Average speed per hour……		(1.55) 27.34	(0.45) 23.20	(1.41) 31.13	(1.30) 11.60

Westward trains are superior to trains of same class in opposite direction.

Eastward — FROM SAN FRANCISCO — TOWARD SAN FRANCISCO — Westward

Time Table No. 1

June 1, 1919

Capacity of sidings in car lengths, and location of Scales, Fuel, Water, Turning and Telephone Stations.	FIRST CLASS					FIRST CLASS
	98	Distance from San Francisco		STATIONS	Distance from Springville	99
	Passenger					Passenger
	Leave Tues., Thurs., Sat.					Arrive Tues., Thurs., Sat.
57 WY	11.40AM	274.8	DN-R	PORTERVILLE-OLIVE ST. 0.8	15.9	s 2.20PM
		275.6		A. T. & S. F CROSSING 1.0	15.1	
		276.6		SABIN 1.5	14.1	
	f11.53	278.1		ADOBE (Spur) 0.5	12.6	f 2.05
		278.6		PERNU 1.4	12.1	
	f12.01PM	280.0		WORTH 1.6	10.7	f 1.57
27	f12.07	281.6		MAGNESITE JOT. (Spur) 0.8	9.1	f 1.50
33	f12.11	282.4		SUCCESS 5.7	8.3	f 1.45
	f12.35	288.1		OLAVIOLE 2.6	2.6	f 1.22
31 Y	s12.50PM	290.7	D-R	**SPRINGVILLE** (15.9)	0.0	1.10PM
	Arrive Tues., Thurs., Sat.					Leave Tues., Thurs., Sat.
	(1.10) 13.63			……Time over District…… ……Average speed per hour……		(1.10) 13.63

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 98 is superior to No. 99.

FRESNO AND BAKERSFIELD SUBDIVISION

FROM SAN FRANCISCO

Eastward

Time Table No. 1

June 1, 1919

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS			FIRST CLASS							Distance from San Francisco	STATIONS	
	252	**212**	**248**	**50**	**26**	**8**	**90**	**86**	**108**	**92**			
	Sunset Manifest Freight	Way Freight	Way Freight	San Joaquin Valley Passenger	The Owl	SanFrancisco Los Angeles Passenger	Fresno Bakersfield Passenger	Oil Fields Passenger	Los Angeles Express	Fresno Visalia Passenger			
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
WFTOPY Yard	2.30PM	6.30AM		11.40PM	11.10PM		5.30PM	8.20AM		7.10AM	205.5	DN-R **FRESNO**	2.8
								f			208.3	CALWA	0.8
I P	2.55	6.50		11.50	11.21		5.40	8.30		7.20	209.1	**CALWA TOWER** A. T. & S. F. Crossing	1.3
73	3.00	6.55		11.52	11.23		f 5.43	s 8.32		f 7.22	210.4	D MALAGA	3.0
											213.4	HOVANT (Spur)	1.7
95	3.15	**7.30**		11.59PM	11.30		s 5.53	s 8.42		s **7.30**	215.1	D FOWLER	1.3
								f			216.4	STAR (Spur)	3.2
											219.6	WINEDALE	1.1
136W	3.35	8.30		f12.10AM	11.38		s 6.05	s 8.55		s 7.40	220.7	DN SELMA	4.9
94 W	**3.55**	**9.08**		f12.20	11.45		s 6.16	s **9.08**		s 7.50	225.6	D KINGSBURG	1.5
											227.1	SUMNER (Spur)	4.2
69 P	4.15	9.30		12.28	11.52		f 6.26	f 9.18		f 7.58	231.3	TRAVER	2.4
69 P	4.20	9.35		12.31	11.55PM		6.29	9.21		8 01	233.7	CROSS	5.4
102WFY	5.15	**9.50AM**	6.00AM	s12.45	12.02AM		s **6.40** 6.55	s 9.32 **9.47**		s 8.10AM	239.1	DN-R **GOSHEN JCT.**	6.5
72 P	5.35		6.25	**1.00**	12.11	(Runs via Porterville)	f 7.07	f 9.58	(Runs via Porterville)		245.6	TAGUS	4.1
I											249.7	A. T. & S. F. CROSSING	0.3
100W	**6.00**		7.30	s 1.12	12.18		s 7.25	s10.08			250.0	DN TULARE	1.5
											251.5	BURLING (Spur)	4.3
72 P	6.45		7.45	1.21	12.26		7.35	f10.17			255.8	OCTOL	4.6
95 W	7.10		8.20	1.27	**12.35**		s 7.47	s10.27			260.4	D TIPTON	3.3
								f			263.7	QUAIL	3.1
71	7.35		**9.00**	1.35	12.47		s 8.02	s**10.38**			266.8	DN PIXLEY	5.6
73	7.55		9.30	1.42	12.54		s 8.12	s10.47			272.4	D EARLIMART	3.4
											275.8	STONE (Spur)	0.7
72 P	8.10		**9.45**	1.47	12.59		8.20	f10.53			276.5	RADNOR	4.2
101 W	**8.32**		10.20	1.52	1.04		s **8.32**	s**11.01**			280.7	DN DELANO	6.3
72	9.12		**10.40** **11.20AM**	2.00	1.13		s 8.47	s**11.12**			287.0	D Mc FARLAND	3.9
											290.9	HUNT (Spur)	1.7
95TW	9.45		12.10PM	2.09	1.22	9.09PM	f 8.59	11.22	11.10AM		292.6	DN-R **FAMOSO**	3.3
72 P	10.00		12.25	2.13	1.26	f 9.16	9.06	11.26	f11.15		295.9	PAGE	3.7
											299.6	DOW (Spur)	0.9
95 P	10.15		12.40	2.19	1.32	f 9.24	9.14	11.32	f11.22		300.5	LERDO	5.3
72 P	10.33		1.00	2.26	1.39	f 9.34	9.24	11.39	f11.30		305.8	SACO	2.8
95	10.40		1.07	**2.30**	1.43	9.39	9.29	11.43	f11.34		308.6	**OIL JUNCTION**	2.5
65 P	10.50		1.15	2.35	1.47	9.43	9.33	11.47	11.38		311.1	NOME	0.5
											311.6	BREWERY (Spur)	1.3
Yard WFTYOP	11.05PM		1.30PM	s 2.40AM	s 1.55AM	s 9.50PM	s 9.40PM	¶11.55AM	¶11.45AM		312.9	DN-R **BAKERSFIELD**	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(107.4)	
	(8.35) 12.51	(3.20) 10.08	(7.30) 9.81	(3.00) 35.80	(2.45) 39.05	(0.41) 29.46	(4.10) 25.77	(3.35) 32.22	(0.35) 34.80	(1.00) 33.60		....................Time over District ....Average speed per hour	

Double Track

Automatic Block Signals.

Westward trains are superior to trains of the same class in the opposite direction. Exception No. 212 is superior to No. 213

ADDITIONAL STOPS

No. 90 will stop on signal at all stations west of Bakersfield to receive passengers for stations east thereof.
No. 50 will stop on signal at all stations to receive passengers for Yuma or east.
No. 86 will stop at any station Famoso to Bakersfield to discharge passengers.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 1

June 1, 1919

		Distance from Bakersfield	FIRST CLASS						THIRD CLASS		
			49	81	109	107	87	25	247	213	251
			San Joaquin Valley Passenger	Bakersfield Fresno Passenger	Sunset Express	Fresno Express	Oil Fields Passenger	The Owl	Way Freight	Way Freight	Sunset Manifest Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
DN-R	**FRESNO** 2.8	107.4	s 5.15AM		s 11.10AM	s 7.55PM	s 11.35PM	s 2.15AM		2.20PM	5.30PM
	CALWA 0.8	104.6									
	CALWA TOWER A. T. & S. F. Crossing 1.3	103.8	5.02		10.55	7.42	11.20	2.02		2.00	5.00
D	MALAGA 3.0	102.5	5.00		10.53	s 7.40	11.18	2.00		1.55	4.57
	HOVANT (Spur) 1.7	99.5									
D	FOWLER 1.3	97.8	4.52		s 10.45	s 7.29	f 11.11	1.52		1.30	4.40
	STAR (Spur) 3.2	96.5				f					
	WINEDALE 1.1	93.3									
DN	SELMA 4.9	92.2	4.43		s 10.33	s 7.16	f 11.03	1.43		1.00	4.20
D	KINGSBURG 1.5	87.3	4.33		s 10.20	s 7.04	f 10.55	1.35		12.05PM	3.55
	SUMNER (Spur) 4.2	85.8									
	TRAVER 2.4	81.6	4.24		10.08	f 6.53	10.48	1.27		10.55AM	3.32
	CROSS 5.4	79.2	4.21		10.05	6.50	10.45	1.24		10.50	3.25
DN-R	**GOSHEN JCT.** 6.5	73.8	s 4.13		9.55 s 9.47	6.40 s 6.20	10.35PM	1.15	2.10PM	10.30AM	3.00
	TAGUS 4.1	67.3	4.01	(Runs via Porterville)	9.38	f 6.10	(Runs Via Porterville)	1.00	1.40		1.50
	A. T. & S. F. CROSSING 0.3	63.2									
D	TULARE 1.5	62.9	s 3.54		s 9.31	s 6.00		f 12.52	1.15PM		1.30
	BURLING (Spur) 4.3	61.4									
	OCTOL 4.6	57.1	3.42		9.17	f 5.42		12.41	11.40AM		12.55
D	TIPTON 3.3	52.5	3.36		s 9.11	s 5.34		12.35	11.20		12.35PM
	QUAIL 3.1	49.2				f					
DN	PIXLEY 5.6	46.1	3.28		s 9.00	s 5.22		12.27	10.38		11.55AM
D	EARLIMART 3.4	40.5	3.20		s 8.50	s 5.11		12.19	10.15		11.35
	STONE (Spur) 0.7	37.1									
	RADNOR 4.2	36.4	3.14		8.42	f 5.02		12.14	9.45		11.20
DN	DELANO 6.3	32.2	3.09		s 8.36	s 4.55		12.09	9.30		11.01
D	McFARLAND 3.9	25.9	3.01		s 8.25	s 4.44		12.01AM	9.00		10.40
	HUNT (Spur) 1.7	22.0									
DN-R	**FAMOSO** 3.3	20.3	2.54	s 7.03AM	8.15	s 4.34	s 8.02PM	11.54PM	8.15		10.15
	PAGE 3.7	17.0	2.49	6.58	8.11	f 4.28	7.58	11.50	7.40		10.05
	DOW (Spur) 0.9	13.3									
	LERDO 5.3	12.4	2.42	f 6.52	8.05	f 4.22	7.52	11.44	7.25		9.50
	SACO 2.8	7.1	2.35	6.45		f 4.15	7.45	11.37	7.10		9.30
	OIL JUNCTION 2.5	4.3	2.30	f 6.41	7.55	f 4.11	7.41	11.33	7.00		9.20
	NOME 0.5	1.8	2.23	6.37	7.51	4.07	7.37	11.29	6.52		9.10
	BREWERY (Spur) 1.3	1.3									
DN-R	**BAKERSFIELD**	0.0	2.15AM	6.30AM	7.45AM	4.00PM	7.30PM	11.22PM	6.40AM		8.55AM
	(107.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
	Time over District		(3.00)	(0.33)	(3.25)	(3.55)	(1.32)	(2.53)	(7.30)	(3.50)	(8.35)
	Average speed per hour		35.80	36.90	31.43	27.42	35.15	37.24	9.84	8.33	12.51

Double Track

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 212 is superior to No. 213.

ADDITIONAL STOPS—No. 109 will stop at all stations west of Famoso to discharge passengers from stations Los Angeles or east.

BAKERSFIELD AND MOJAVE SUBDIVISION

Eastward

FROM SAN FRANCISCO

Time Table No. 1

June 1, 1919

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	SECOND CLASS						FIRST CLASS						Distance from San Francisco	Automatic Block Signals		STATIONS	
	334	**340**	**342**	**306**	**338**	**252**	**8**	**86**	**108**	**2**	**50**	**26**					
	Freight	Freight	Way Freight	Bakersfield Olig Mixed	Freight	Sunset Manifest Freight	San Francisco Los Angeles Passenger	Oil Fields Passenger	Los Angeles Express	Santa Fe Tourist Express	San Joaquin Valley Passenger	The Owl					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
WFTYOP Yard				7.00AM			10.25PM	12.25PM	12.15PM		2.50AM	**2.02AM**	312.9		DN-R	**BAKERSFIELD**	0.7
P I	7.00PM	12.50PM	9.00AM	7.05AM	5.55AM	12.30AM	10.28	12.28PM	12.18	8.30AM	2.53	2.05	313.6		DN-R	**KERN JUNC.**	3.4
75 P	7.10	1.00	9.15		6.05	12.40	10.33		**12.23**	**8.36**	2.58	2.10	317.0			MAGUNDEN	2.5
													320.1			SOLY	0.6
70 P	7.20	1.10	9.35		6.15	12.50	s 10.40		s 12.30	8.41	**3.03**	2.15	319.5		DN	EDISON	4.9
68 P	**7.35**	1.25	9.50		6.30	1.05	**10.56**		f 12.39	8.51	3.11	2.23	325.0			SIVERT	2.9
71 PW	7.42	**1.32**	10.00		6.40	1.15	11.04		f 12.44	8.56	3.16	**2.28**	327.9		N	BENA	3.4
68 P	7.50	1.40	10.10		**6.50**	**1.30**	11.12		12.50	9.02	3.22	2.34	331.3			ILMON	3.9
East 67 West 73 PW	8.20	**2.10**	11.00		**7.20**	**1.55**	s 11.34		s **1.02**	s 9.17	3.32	2.44	335.2		DN	CALIENTE	3.0
67 P	8.36	2.26	11.15		7.36	2.11	11.48		1.12	9.29	3.41	2.53	338.2			ALLARD	2.3
West 79 East 61 PW	8.51	2.41	**11.33**		7.51	2.26	11.59PM		f 1.19	9.38	3.49	3.01	340.5		DN	BEALVILLE	1.8
25 P	9.02	2.52	11.43AM		8.02	2.37	12.08AM		1.25	9.45	3.55	3.07	342.3			CLIFF	3.2
East 61 M23 West 63 P	9.25	3.15	**12.05PM**		8.25	3.00	**12.27**		f **1.35**	9.59	4.07	3.19	345.5		DN	ROWEN	2.2
													347.7			TAMAR (Spur)	1.1
68 PW House 64	**10.07**	3.50	12.40		9.00	**3.35**	s **12.52**		s 1.50	10.16	4.23	**3.35**	348.8		DN	WOODFORD	3.0
68 P	10.27	4.10	12.55		9.20	3.55	1.04		2.00	10.28	4.35	3.45	351.8			WALONG	2.3
West 74 East 63 PW	10.42	4.25	**1.08**		9.35	4.10	1.14		f 2.08	10.39	4.43	3.55	354.1		DN	MARCEL	0.8
													354.9			SEDWELL (Spur)	1.8
68 P	**10.57**	**4.40**	1.25		9.50	4.25	1.26		f 2.16	**10.51**	4.51	4.03	356.7			CABLE	3.9
163 PW	11.22	5.05	2.20		**10.15**	**5.03**	s 1.45		s **2.31**	s 11.08	f **5.03**	4.14	360.6		DN-R	**TEHACHAPI**	1.8
113 PY	11.37	5.25	**2.35**		**10.37**	**5.25**	1.50		**2.35**	11.13	5.07	4.18	362.4			SUMMIT	2.6
							f 1.55		f 2.40				365.0			MONOLITH	2.1
65 P	11.55PM	5.45	2.55		10.52	5.45	1.59		2.45	11.20	**5.13**	**4.24**	367.1			PROCTOR	0.9
YP													368.0			ERIC (Wye)	1.9
137 PW	**12.10AM**	5.55	3.10		11.05	6.00	2.04		f 2.50	11.25	5.20	4.29	369.9		D	CAMERON	2.8
69 P	12.35	6.15	**3.36**		11.15	6.15	2.09		2.55	11.30	5.25	4.33	372.7		N	LAROSE	2.7
61 P	12.55	6.35	3.55		**11.35**	6.35	2.14		f 3.00	**11.35**	5.30	**4.40**	375.4		D	WARREN	2.4
63 P	1.10	6.50	4.05		**11.55AM**	6.50	2.19		**3.05**	11.40	5.35	4.46	377.8		N	FRAM	1.3
													379.1			RESERVOIR (Spur)	0.4
													379.5			SAGE (Spur)	1.2
Yard WFTYOP	1.30AM	7.20PM	4.30PM		12.25PM	7.20AM	s 2.25AM		s 3.10PM	s **11.45AM**	s 5.40AM	s 4.52AM	380.7		DN-R	**MOJAVE**	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(67.8)	
	(6.30) 10.43	(6.30) 10.43	(7.30) 9.04	(0.05) 8.40	(6.30) 10.43	(6.50) 9.81	(4.00) 16.95	(0.03) 14.00	(2.55) 23.24	(3.15) 20.64	(2.50) 23.92	(2.50) 23.92				........Time over District ....Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.

That portion of the siding at Tehachapi extending from the crossover at the water column to the West end of siding will hereafter be known as the Westward siding. That portion extending from the crossover opposite the West end of Station building to the East end of siding will be the Eastward siding.

ADDITIONAL STOPS

No. 50 will stop on signal at all stations to receive passengers for Yuma or east.

BAKERSFIELD AND MOJAVE SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 1

June 1, 1919

Automatic Block Signals

			FIRST CLASS						THIRD CLASS				
		Distance from Mojave	109	7	107	87	25	49	341	333	307	253	251
			Sunset Express	Santa Fe Mail and Express	Fresno Express	Oil Fields Passenger	The Owl	San Joaquin Valley Passenger	Way Freight	Freight	Olig Bakersfield Mixed	Freight	Sunset Manifest Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
DN-R	**BAKERSFIELD**	67.8	s 7.25AM		s 2.50PM	6.10PM	s 11.15PM	s **2.00AM**			s 2.40PM		
	0.7												
DN-R	**KERN JUNC.**	67.1	7.20	12.33PM	2.47	6.07PM	11.12	1.56	8.50AM	2.05PM	2.37PM	8.15PM	3.25AM
	3.4												
	MAGUNDEN	63.7	7.15	**12.23**	2.42		11.07	1.51	**8.36**	1.55		8.00	3.15
	2.5												
	SOLY	61.2											
	0.6												
DN	EDISON	60.6	s 7.10	12.16	s 2.37		11.03	1.47	8.17	1.48		7.50	**3.03**
	4.9												
	SIVERT	55.7	7.02	12.09	f 2.30		**10.56**	1.41	8.02	1.38		**7.35**	2.38
	2.9												
N	BENA	52.8	6.56	12.03PM	f 2.25		10.51	1.36	7.54	**1.32**		7.10	**2.28**
	3.4												
	ILMON	49.4	**6.50**	11.57AM	2.19		10.45	**1.30**	7.40	1.16		6.55	2.10
	3.9												
DN	CALIENTE	45.5	s 6.40	s 11.47	s **2.10**		10.36	1.21	**7.20**	**1.02**		6.35	**1.55**
	3.0												
	ALLARD	42.5	6.30	11.38	2.01		10.30	**1.15**	7.01	12.40		6.13	**1.15**
	2.3												
DN	BEALVILLE	40.2	6.25	**11.33**	f 1.55		10.25	1.10	6.53	12.32		6.05	12.56
	1.8												
	CLIFF	38.4	6.19	11.27	1.43		10.21	1.06	6.37	12.16		5.49	12.39
	3.2												
DN	ROWEN	35.2	6.12	11.20	f **1.35**		10.14	12.59	6.26	**12.05PM**		5.38	**12.27AM**
	2.2												
	TAMAR (Spur)	33.0											
	1.1												
DN	WOODFORD	31.9	s 6.03	11.11	s 1.22		**10.07**	**12.52**	6.15	11.39AM		5.27	11.50PM
	3.0												
	WALONG	28.9	**5.55**	11.04	1.14		10.01	12.46	**5.55**	11.19		5.07	11.25
	2.3												
DN	MARCEL	26.6	5.50	10.59	f **1.08**		9.56	12.41	5.36	11.11		4.59	11.17
	0.8												
	SEDWELL (Spur)	25.8											
	1.8												
	CABLE	24.0	5.42	**10.51**	f 12.58		9.49	12.34	5.17	**10.51**		**4.40**	**10.57**
	3.9												
DN-R	**TEHACHAPI**	20.1	s 5.33	s 10.42	s 12.48		9.41	f 12.26	**5.03**	**10.15**		4.25	10.40
	1.8												
	SUMMIT	18.3	**5.25**	**10.37**	12.40		9.38	12.21	4.38	10.05		4.20	10.35
	2.6												
	MONOLITH	15.7	f 5.18		f 12.35								
	2.1												
	PROCTOR	13.6	**5.13**	10.31	12.31		9.32	12.15	**4.24**	9.50		4.05	10.20
	0.9												
	ERIC (Wye)	12.7											
	1.9												
D	CAMERON	10.8	f 5.05	10.25	f 12.25		9.27	**12.10**	4.10	9.35		3.50	10.05
	2.8												
N	LAROSE	8.0	4.53	10.17	12.15		9.18	12.01AM	3.56	9.21		**3.36**	9.51
	2.7												
D	WARREN	5.3	**4.40**	10.09	f 12.05PM		9.08	11.51PM	3.40	9.05		3.20	9.35
	2.4												
N	FRAM	2.9	4.28	10.00	f **11.55AM**		8.58	11.41	3.25	8.50		**3.05**	9.20
	1.3												
	RESERVOIR (Spur)	1.6											
	0.4												
	SAGE (Spur)	1.2											
	1.2												
DN-R	**MOJAVE**	0.0	4.15AM	9.50AM	**11.45AM**		8.48PM	11.30PM	3.05AM	8.30AM		2.45PM	9.00PM
	(67.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	Time over District...............		(3.10)	(2 35)	(3.05)	(0.03)	(2.27)	(2.30)	(5.45)	(5.35)	(0.03)	(5.30)	(6.25)
	Average speed per hour...............		21.41	24.69	21.98	14.00	27.67	27.12	11.79	12.14	14.00	12.32	10.56

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MOJAVE AND SAUGUS SUBDIVISION

Eastward — FROM SAN FRANCISCO | TOWARD SAN FRANCISCO — Westward

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS				Distance from San Francisco	Time Table No. 1 June 1, 1919	Distance from Saugus	FIRST CLASS				THIRD CLASS	
	252 Sunset Manifest Freight	264 Way Freight	108 Los Angeles Express	50 San Joaquin Valley Passenger	26 The Owl	8 San Francisco Los Angeles Passenger		STATIONS Automatic Block Signals		109 Sunset Express	107 Fresno Express	25 The Owl	49 San Joaquin Valley Passenger	263 Way Freight	251 Sunset Manifest Freight
	Leave Daily	Leave Daily Except Wednesday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Tuesday	Arrive Daily
Yard WFTOPY	9.15AM	3.20AM	3.20PM	5.50AM	5.02AM	2.40AM	380.7	DN-R **MOJAVE**	69.9	s 4.05AM	¶11.20AM	s 8.38PM	s 11.20PM	10.45AM	7.20PM
			f				384.8	4.1 FLETA	65.8		f				
68	9.35	**3.50**	f 3.30	6.01	5.13	2.55	387.3	2.5 GLOSTER	63.3	**3.50**	f 11.04	8.26	11.05	10.20	6.55
68 P	**9.55**	4.10	s 3.40	6.10	5.22	f 3.08	394.3	7.0 DN ROSAMOND	56.3	f 3.36	s 10.50	8.15	10.54	**9.55**	6.25
68 W	10.10	4.30	f 3.48	6.17	5.29	**3.25**	399.9	5.6 OBAN	50.7	**3.25**	f 10.40	8.08	10.47	9.30	6.00
69 W	**10.30**	5.10	s 4.00	s 6.25	5.36	s 3.45	405.5	5.6 DN-R LANCASTER	45.1	s 3.15	s **10.30**	8.01	f 10.39	9.05	5.40
68	10.50	5.23	f 4.08	6.32	5.43	3.55	409.8	4.3 DENIS	40.8	3.03	f 10.20	7.56	10.32	8.00	5.15
61 WFY	11.30	**5.49**	s 4.16	6.38	**5.49**	s 4.10	413.8	4.0 DN-R PALMDALE	36.8	s 2.56	s 10.13	7.51	f 10.27	7.45	5.05
68	11.40AM	6.10	f 4.21	6.42	5.54	4.16	416.3	2.5 HAROLD	34.3	2.48	f 10.06	7.47	10.21	7.15	4.55
68 PY	12.30PM	7.00	f **4.35**	7.00	6.10	4.37	420.5	4.2 DN VINCENT	30.1	2.41	f 9.58	7.40	10.14	7.00	**4.35**
68	12.55	7.20	4.44	7.09	**6.19**	4.47	425.0	4.5 PARIS	25.6	2.21	9.41	7.23	9.57	**6.19**	3.50
	1.00	7.35	s 4.47	7.12	6.22	f 4.51	426.1	1.1 D ACTON	24.5	f 2.18	s 9.38	7.20	9.54	6.05	3.45
82 WP	1.35	8.00	s 4.54	7.18	6.28	s 5.00	429.0	2.9 DN RAVENNA	21.6	f 2.10	s 9.30	7.10	9.44	5.45	3.35
67	2.00	8.25	f 5.06	7.30	6.40	**5.12**	434.6	5.6 RUSS	16.0	1.47	f 9.12	6.54	9.25	**5.12**	2.56
							436.0	1.4 ALPINE (Spur)	14.6						
71 W	**2.35**	**9.01**	s 5.16	7.40	6.49	f 5.23	438.8	2.8 DN LANG	11.8	f 1.32	s **9.01**	6.37	9.14	4.40	**2.35**
65	2.50	9.20	f 5.25	7.49	6.58	f 5.32	443.1	4.3 HUMPHREYS	7.5	f 1.19	f 8.51	6.28	9.03	4.15	2.12
68	3.05	9.40	f 5.31	7.57	7.06	f 5.41	446.9	3.8 HONBY	3.7	1.08	f 8.43	6.20	8.55	4.00	1.56
87 WFY	3.20PM	10.00AM	s 5.40PM	s 8.05AM	7.15AM	s 5.50AM	450.6	3.7 DN-R **SAUGUS**	0.0	12.57AM	8.35AM	6.12PM	8.47PM	3.45AM	1.40PM
	Arrive Daily	Arrive Daily Except Wednesday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(69.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Tuesday	Leave Daily
	(6.05) 11.49	(6.40) 10.48	(2.20) 29.95	(2.15) 31.06	(2.13) 31.54	(3.10) 22.07		Time over District Average speed per hour		(3.08) 22.30	(2.45) 25.41	(2.26) 28.72	(2.33) 27.41	(7.00) 9.98	(5.40) 12.33

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ADDITIONAL STOPS

No. 50 will stop on signal at all stations to receive passengers for Yuma or east.

MOJAVE AND SAUGUS SUBDIVISION.

Eastward FROM SAN FRANCISCO — TOW. S. FRAN. Westward

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS 402 Mojave Owenyo Passenger	Distance from San Francisco		Time Table No. 1 June 1, 1919	Distance from Owenyo	FIRST CLASS 401 Owenyo Mojave Passenger	THIRD CLASS	
			Leave Daily			STATIONS		Arrive Daily		
WFYTOP Yard			5.00AM	380.7	DN-R	**MOJAVE** 1.3	143.5	11.00PM		
60			f 5.05	381.8		CHAFFEE 3.2	142.2	f 10.51		
61			f 5.12	384.0		CAMBIO 4.3	139.0	f 10.44		
61			f 5.21	388.3		TRESCAPE 4.6	134.7	f 10.35		
61			f 5.30	392.9		NEURALIA 4.4	130.1	f 10.26		
61			f 5.39	397.3		CINCO 5.2	125.7	f 10.17		
East 61W West 63			s 5.54	402.5		CANTIL 2.8	120.5	s 10.06		
				405.3		GYPSITE (Spur) 2.2	117.7			
61			f 6.04	407.5		CENEDA 1.0	115.5	f 9.52		
			f 6.06	408.5		SALTDALE 2.1	114.5	f 9.50		
				410.6		TOBY 1.6	112.4			
East 61 Y West 84			f 6.14	412.2		GARLOCK 4.2	110.8	f 9.42		
62			f 6.22	416.4		GOLER 4.1	106.6	f 9.34		
62			f 6.30	420.5		RAND 4.1	102.5	f 9.26		
61			f 6.38	424.6		TEAGLE 3.8	98.4	f 9.18		
71 Y			s 6.46	428.4	DN	**SEARLES** 4.4	94.6	s 9.10		
62			f 6.55	432.8		RADEMACHER 5.5	90.2	f 8.59		
66			f 7.06	438.3		CODE 4.1	84.7	f 8.48		
61			f 7.14	442.4		TERESE 4.8	80.6	f 8.40		
61			s 7.22	447.2	DN	INYOKERN 4.5	75.8	s 8.32		
62			s 7.29	451.7		LELITER 4.6	71.3	s 8.25		
61			s 7.36	456.3		BROWN 4.4	66.7	s 8.18		
East 61 Y West 85			f 7.42	460.7		LINNIE 3.6	62.3	f 8.12		
61			f 7.48	464.3		NARKA 4.0	58.7	f 8.06		
62			s 7.56	468.3		LITTLE LAKE 3.2	54.7	s 7.58		
East 61 Y West 61			f 8.01	471.5		MABEL 4.1	51.5	f 7.53		
62			f 8.07	475.6		SYKES 4.3	47.4	f 7.47		
61			f 8.15	479.9		TALUS 4.2	43.1	f 7.39		
61 W			f 8.27	484.1		HAIWEE 4.4	38.9	f 7.33		
66			f 8.34	488.5		LOCO 4.8	34.5	f 7.24		
41			f 8.41	493.3		OLANCHA 4.4	29.7	s 7.17		
66			f 8.48	497.7	D	CARTAGO 4.6	25.3	f 7.10		
66			f 8.55	502.3		MONACHEE 4.0	20.7	f 7.03		
65			f 9.01	506.3		BRIER 4.0	16.7	f 6.57		
66			f 9.07	510.3		SKINNER 4.0	12.7	f 6.51		
66			f 9.13	514.3		DIAZ 4.5	8.7	f 6.45		
East 70 West 66			s 9.20	518.8		LONE PINE 4.2	4.2	s 6.38		
FY			9.30AM	523.0	D-R	**OWENYO**	0.0	6.30PM		
			Arrive Daily			(143.5)		Leave Daily		
			(4.30)			Time over District		(4.30)		
			31.88			Average speed per hour		31.88		

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward FROM SAN FRANCISCO — TOW. S. FRAN. Westward

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS 320 Way Freight	FIRST CLASS 148 Fresno El Prado Passenger	FIRST CLASS 146 Fresno Friant Passenger	Distance from San Francisco		Time Table No. 1 June 1, 1919	Distance from Friant	FIRST CLASS 147 Friant Fresno Passenger	FIRST CLASS 149 El Prado Fresno Passenger	THIRD CLASS 321 Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Yard WFTOPY	6.30AM	4.10PM	8.00AM	205.5	DN-R	**FRESNO** 1.6	24.4	10.25AM	6.20PM	12.30PM
I				207.1		A. T. & S. F. CROSSING 0.9	22.8			
				208.0		EAST FRESNO 1.4	21.9			
	6.50	f 4.25	f 8.15	209.4		BARTON (Spur) 2.2	20.5	f 10.10	f 6.05	12.05PM
				211.6		GRANZ (Spur) 0.2	18.3			
	7.00	f 4.33	f 8.20	211.8		MALTERMORO (Spur) 0.3	18.1	f 10.05	f 6.00	11.55AM
				212.1		NAVIN 0.8	17.8			
	7.05	f 4.37	f 8.22	212.9		LAS PALMAS 0.3	17.0	f 10.03	f 5.58	11.45
				213.2		FRESNO INTERURBAN RY. CROSSING 0.4	16.7			
	7.10	f 4.40	f 8.24	213.6		EGGERS (Spur) 0.3	16.3	f 10.01	f 5.56	11.35
				213.9		VANRIS 1.0	16.0			
	7.15	f 4.44	f 8.27	214.9		TARPEY 1.2	15.0	f 9.58	f 5.53	11.30
	7.20	f 4.48	f 8.30	216.1		MELVIN 1.3	13.8	f 9.55	f 5.50	11.20
W	7.45	s 4.53	s 8.33	217.4	D	CLOVIS 1.1	12.5	s 9.52	s 5.47	11.12
	7.50	f 4.57	f 8.36	218.5		GLORIETTA 2.4	11.4	f 9.49	f 5.44	10.45
				220.9		SETCH 2.0	9.0			
28	8.05	f 5.15	f 8.46	222.9		GORDON 0.7	7.0	f 9.39	f 5.34	10.25
	8.20	5.20PM	s 8.50	223.6		EL PRADO 1.2	6.3	s 9.35	5.30PM	10.20
				224.8		BURKHEAD .1	5.1			
T	8.45AM		9.10AM	229.9	D-R	**FRIANT**	0.0	9.15AM		9.30AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(24.4)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(2.15)	(1.10)	(1.10)			Time over District		(1.10)	(0.50)	(3.00)
	10.88	15.5	29.1			Average speed per hour		29.1	21.7	8.13

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward FROM SAN FRANCISCO — TOW. S. FRAN. Westward

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		324 Mixed	Distance from San Francisco		Time Table No. 1 June 1, 1919	Distance from Stratford	THIRD CLASS 323 Mixed		
			Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday		
Y			12.50PM	244.1	DR	**STRATFORD** 2.5	0.0	s 12.20PM		
64			f 1.05	241.6		MARSALA 1.7	2.5	f 12.10		
52			f 1.15	239.9		CUNEO 3.4	4.2	f 12.01PM		
75Y			s 1.30	236.5	R	**ROSSI**	7.6	s 11.45AM		
			Arrive Daily Ex. Sunday			(7.6)		Leave Daily Ex. Sunday		
			(0.40)			Time over District		(0.35)		
			11.40			Average speed per hour		13.03		

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 146 is superior to No. 147; No. 148 to No. 149; and No. 320 to No. 321.

FRESNO AND BAKERSFIELD SUBDIVISION

FROM SAN FRANCISCO

Eastward

Time Table No. 1

June 1, 1919

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations	THIRD CLASS		FIRST CLASS											Distance from San Francisco		
	324	**250**	**154**	**512**	**88**	**510**	**508**	**312**	**506**	**504**	**94**	**92**	**96**			
	Mixed	Coalinga Armona Way Freight	Fresno Ingle Exeter Passenger	Visalia Electric Passenger	Coalinga Exeter Fresno Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Alcalde Coalinga Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Coalinga Exeter Porterville Passenger	Fresno Visalia Passenger	Goshen Junc. Visalia Passenger			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
24 T								**12.45PM**						273.3	R	**ALCALDE** 1.2
														272.1		LE ROY 2.2
														269.9		ORUMP (Spur) 1.5
85 YP		6.30AM			4.30PM			s 1.10PM			7.45AM			268.4	D-R	**COALINGA** 1.7
F		6.40			f 4.33						f 7.50			266.7		ORA 6.7
		7.00			f 4.45						f 8.02			260.0		TURK 7.3
49		7.30			s 4.58						s 8.15			252.7	D	HURON 6.6
61		7.55			f 5.10						f 8.25			246.1		WESTHAVEN 6.7
		8.20			f 5.22						f 8.36			239.4		LETHENT 2.9
75 Y	s 1.31PM	**8.41**			f 5.27						f **8.41**			236.5		**ROSSI** 1.1
					f						f			235.4		HEINLEN (Spur) 1.5
80 O	f 1.40	9.55			s 5.35						s 8.47			233.9	D	LEMOORE 2.7
					f						f			231.2		ORION (Spur) 2.1
East 39 West 47 WYP	s 1.55PM	**10.20** **11.15AM**	9.40PM		s 5.45						s 8.55			229.1	D-R	**ARMONA** 3.1
I														232.2		A. T. & S. F. CROSSING 0.3
63		1.15PM	s 10.00		s 6.00						s **9.05**			232.5	D	**HANFORD** 5.1
64		1.45	f 10.10		f 6.08						f 9.15			237.6		REMNOY 7.7
102 WFY		2.30PM	s 10.25 **10.35**		s **6.25** 7.00						s **9.30** 10.00	8.15AM	12.45AM	245.3	DN-R	**GOSHEN JUNC.** 3.7
											f			249.0		FAXON (No Siding) 1.5
														250.5		JACOBS (Spur) 2.1
24														252.6		WEST VISALIA 0.5
38			10.55 s 11.10	s 9.15PM	s **7.20**	**6.20PM**	3.15PM		**9.35AM**	**8.36AM**	s 10.20	8.35AM	s 1.05AM	253.1	D-R	**VISALIA** 0.1
														253.2		A. T. & S. F. CROSSING 2.0
			f 11.17	f 9.23	7.27	f 6.28	f 3.23		f 9.43	f 8.43	10.27			255.2		AMBLER (Spur) 2.1
														257.3		RECTOR 1.7
16			f 11.22	s 9.29	f 7.32	s 6.34	s 3.29		s 9.49	s 8.49	f 10.32			259.0	D	FARMERSVILLE 1.2
			f 11.25	f 9.32	7.35	f 6.37	f 3.32		f 9.52	f 8.52	10.34			260.2		GIANT OAK 0.9
			f 11.27	f 9.34	7.37	f 6.39	f 3.34		f 9.54	f 8.54	10.36			261.1		LUNA 2.1
67 YWO			s **11.35PM**	s **9.40PM**	s 7.45PM	s **6.45PM**	s 3.40PM		s 10.00AM	s **9.00AM**	10.42AM			263.2	DN-R	**EXETER**
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(78.3)
	(0.24) 18.50	(8.00) 6.93	(1.55) 23.84	(0.25) 24.24	(3.15) 24.09	(0,25) 24.24	(0.25) 24.24	(0.25) 11.75	(0.25) 24.24	(0.24) 25.25	(2.57) 26.54	(0.20) 23.40	(0.20) 23.40			...............Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 92 is superior to No. 85; No. 504 to 505; No. 510 to 511; No. 154 to No. 69.

Visalia Electric Schedules originate and terminate at the east end of jail track at Visalia Passenger Station and their time at Visalia must be considered as applying at that point.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 1

June 1, 1919

	STATIONS	Distance from Exeter	153	503	85	505	311	507	509	97	511	87	69	249	323
			FIRST CLASS											THIRD CLASS	
			Visalia Ingle Fresno Passenger	Visalia Electric Passenger	Visalia Coalinga Passenger	Visalia Electric Passenger	Coalinga Alcalde Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Porterville Coalinga Passenger	Visalia Electric Passenger	Oil Fields Passenger	Exeter Goshen Junc. Passenger	Armona Coalinga Way Freight	Mixed
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
R	**ALCALDE** 1.2	78.3					s 12.40PM								
	LE ROY 2.2	77.1													
	CRUMP (Spur) 1.5	74.9													
D-R	**COALINGA** 1.7	73.4			s 12.05PM		12.15PM			s 8.45PM				3.00PM	
	ORA 6.7	71.7			f 11.58AM					f 8.40				2.45	
	TURK 7.3	65.0			f 11.40					f 8.30				2.15	
D	HURON 6.6	57.7			s 11.25					s 8.18				1.45	
D	WESTHAVEN 6.7	51.1			f 11.11					f 8.07				1.15	
	LETHENT 2.9	44.4			f 10.58					f 7.57				12.50	
	ROSSI 1.1	41.5			f 10.53					s 7.51				12.40	s 11.44AM
	HEINLEN (Spur) 1.5	40.4			f 10.50					f 7.48				12.35	
D	LEMOORE 2.7	38.9			s 10.46					s 7.45				12.30PM	f 11.30
	ORION (Spur) 2.1	36.2			f					f					
D-R	**ARMONA** 3.1	34.1	s 4.50AM		s 10.35					s 7.35				11.20AM 9.20	11.00AM
	A. T. & S. F. CROSSING 0.3	31.0													
D	**HANFORD** 5.1	30.7	s 4.40		s 10.25					s 7.25				9.05	
	REMNOY 7.7	25.6	f 4.30		f 10.15					f 7.15				7.30	
DN-R	**GOSHEN JUNC.** 3.7	17.9	4.15 s 4.00		10.00 s 9.30					7.00 s 6.25		s 10.30PM	s 12.30AM	7.00AM	
	FAXON (No siding) 1.5	14.2													
	JACOBS (Spur) 2.1	12.7													
	WEST VISALIA 0.5	10.6													
D-R	**VISALIA** 0.1	10.1	3.30AM	s 8.30AM	9.10AM	9.30AM		s 1.30PM	s 6.15PM	6.05 s 6.00	s 7.15PM	s 10.10	s 12.10		
	A. T. & S. F. CROSSING 2.0	10.0													
	AMBLER (Spur) 2.1	8.0		f 8.22		f 9.22		f 1.22	f 6.07	5.52	f 7.07	10.02	12.02AM		
	RECTOR 1.7	5.9													
D	FARMERSVILLE 1.2	4.2		s 8.16		s 9.16		s 1.16	s 6.01	s 5.46	s 7.01	9.56	f 11.56PM		
	IANT OAK 0.9	3.0		f 8.13		f 9.13		f 1.13	f 5.58	f 5.43	f 6.58	9.54	f 11.53		
	LUNA 2.1	2.1		f 8.11		f 9.11		f 1.11	f 5.56	5.41	f 6.56		f		
DN-R	**EXETER**	0.0		8.05AM		9.05AM		1.05PM	5.50PM	5.35PM	6.50PM	9.48PM	11.40PM		
	(78.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District……………………		(1.20)	(0.25)	(2.55)	(0.25)	(0.25)	(0.25)	(0.25)	(3.10)	(0.25)	(0.42)	(0.50)	(8.00)	(0.44)
	Average speed per hour……………………		18.25	24.24	21.71	24.24	11.75	24.24	24.24	24.10	24.24	25.57	21.44	6.93	10.00

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 92 is superior to No. 85; No. 504 to No. 505; No. 510 to No. 511; No. 154 to No. 69.

Visalia Electric Schedules originate and terminate at the east end of jail track at Visalia passenger station, and their time at Visalia must be considered as applying at that point.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward — FROM SAN FRANCISCO — TOWARD SAN FRANCISCO — Westward

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS	Distance from San Francisco	Time Table No. 1 June 1, 1919		Distance from Armona	FIRST CLASS	THIRD CLASS	
	150 Ingle Armona Mixed	246 Kerman Armona Mixed	154 Fresno Ingle Exeter Passenger					153 Visalia Ingle Fresno Passenger	151 Armona Ingle Mixed	245 Armona Kerman Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
73 WYP		8.00AM		193.0	DN-R	**KERMAN** 6.7	36.1			4.10PM
69		f 8.25		199.7		MCMULLIN 5.4	29.4			f 3.50
48		f 8.50		205.1	D	RAISIN CITY 5.6	24.0			f 3.35
58		f 9.15		210.7	D	CARUTHERS 6.1	18.4			f 3.20
48 W		f 9.40		216.8		CANDO 3.5	12.3			f 3.00
				220.3		LATON & WESTERN RY. CROSSING 0.3	8.8			
50		f 9.50		220.6		LILLIS 2.4	8.5			f 2.50
	10.50AM	s 10.10	9.20PM	223.0	D-R	**HARDWICK** 2.3	6.1	s 5.05AM	s 11.55AM	f 2.40
	f 10.58	f 10.17	f 9.25	225.3		KIMBLE 3.8	3.8	f 5.00	f 11.45	f 2.25
47 WYP	s 11.10AM	10.30AM	s 9.35PM	229.1	D-R	**ARMONA**	0.0	4.53AM	11.35AM	2.15PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily			(36.1)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.20) 18.30	(2.30) 14.44	(0.15) 24.40			..............Time over District.............. ....Average speed per hour..............		(0.12) 30.50	(0.20) 18.30	(1.55) 18.83

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 246 and No. 150 are superior to Nos. 151 and 245.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward — FROM SAN FRANCISCO — TOWARD SAN FRANCISCO — Westward

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	FIRST CLASS	Distance from San Francisco	Time Table No. 1 June 1, 1919			Distance from Hardwick	FIRST CLASS	THIRD CLASS
	150 Ingle Armona Mixed	154 Fresno Ingle Exeter Passenger						153 Visalia Ingle Fresno Passenger	151 Armona Ingle Mixed
	Leave Daily Ex. Sunday	Leave Daily			STATIONS			Arrive Daily	Arrive Daily Ex. Sunday
Y	7.45AM	7.35PM	181.9	R	**INGLE** 5.3		42.3	s 6.45AM	s 3.05PM
	s 8.10	s 7.50	187.2	D	TRANQUILITY 4.5		37.0	s 6.32	s 2.40
70	s 8.35	s 8.00	191.7	D	SAN JOAQUIN 3.2		32.5	s 6.22	s 2.15
	f 8.45	f 8.07	194.9		CALDWELL 3.8		29.3	f 6.14	f 2.05
			198.7		NARES 0.3	(Spur)	25.5		
	f 9.05	f 8.17	199.0	D	HELM 7.2		25.2	f 6.02	f 1.50
	s 9.30	s 8.33	206.2		BURREL 3.2		18.0	s 5.47	s 1.25
	f 9.40	f 8.39	209.4		BENDER 5.2		14.8	f 5.42	f 1.10
	s 10.00	s 8.53	214.6		RIVERDALE 2.6		9.6	s 5.32	s 12.55
	f 10.10	f 8.59	217.2		ROBINSON 2.0	(Spur)	7.0	f 5.24	f 12.35
	f 10.20	f 9.04	219.2		HUB 1.8	(Spur)	5.0	f 5.19	f 12.25
			221.0		LATON & WESTERN RY. CROSSING 0.8		3.2		
	f 10.35	f 9.12	221.8		LYNN 1.7	(Spur)	2.4	f 5.12	f 12.15
			223.5		HASSET 0.7	(Spur)	0.7		
	s 10.45AM	s 9.20PM	224.2	D-R	**HARDWICK**		0.0	s 5.06AM	s 12.05PM
	Arrive Daily Ex. Sunday	Arrive Daily			(42.3)			Leave Daily	Leave Daily Ex. Sunday
	(3.00) 14.10	(1.45) 24.17			...........Time over District........... ....Average speed per hour.........			(1.39) 25.64	(3.00) 14.10

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 150 is superior to No. 151.

SUNSET RAILWAY.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward		FROM S. FRANCISCO					Time Table No. 1		TOW. S. FRAN.		Westward
Length of sidings in feet, and location of Scales, Fuel, Water, Turning and Telephone Stations.		SECOND CLASS	FIRST CLASS		Distance from San Francisco		June 1, 1919	Distance from Gosford	FIRST CLASS		THIRD CLASS
		204	82	86					79	87	205
		Sunset Way Freight	Passenger	Oil Fields Passenger					Passenger	Oil Fields Passenger	Sunset Way Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
59	PY	2.40AM		12.50PM	322.6	DR	**GOSFORD** 3.0	0.0		s 5.47PM	10.40AM
				f 12.55	325.6		BANNISTER (Spur) 1.8	3.0		f 5.40	10.25
65		3.00		f 12.59	327.4		ARTWELL 5.2	4.8		f 5.37	10.14
54 30	P	3.40		f 1.07	332.6		CONNER 4.6	10.0		f 5.27	9.25
55	WP	4.15		s 1.19	337.2		MILLUX 2.2	14.6		s 5.16	9.00
				f	339.4		LEVEE (Spur) 4.5	16.8		f	
65	P	5.00		1.32	343.9		KYAN 0.6	21.3		5.00	8.13
		5.05		f 1.34	344.5		SAN EMIDIO (Spur) 5.8	21.9		f 4.59	8.10
52 77	PY	5.30	s 4.18PM	s 1.43	350.3	R	**PENTLAND** 0.8	27.7	s 2.07PM	s 4.47	7.40
3					351.1		BRONCO OIL CO. (Spur) 1.8	28.5			
35 26	YP	5.45	f 4.25	f 1.49	352.9		HAZELTON 1.0	30.3	f 2.01	f 4.39	7.15
					353.9		ANACONDA (Spur) 0.1	31.3			
					354.0		SNOOKS (Spur) 0.2	31.4			
8					354.2		NEW CENTER OIL CO. 0.1	31.6			
					354.3		FULTON OIL CO. (Spur) 0.1	31.7			
					354.4		NATIONAL SUPPLY CO. 0.3 (Spur)	31.8			
23	P	6.00AM	s 4.30PM	s 1.53PM	354.7	DR	**MARICOPA** 0.8	32.1	1.57PM	4.35PM	7.00AM
					355.5		**END OF TRACK**	32.9			
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(32.9)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		(3.20) 9.63	(0.12) 21.50	(1.03) 30.57			Time over District Average speed per hour		(0 10) 25.80	(1.12) 26 75	(3.40) 8.75

Eastward		FROM S. FRANCISCO				Time Table No. 1		TOW. S. FRAN.		Westward
Length of sidings in feet, and location of Scales, Fuel, Water, Turning and Telephone Stations.		THIRD CLASS	FIRST CLASS		Distance from San Francisco	June 1, 1919	Distance from Pentland.	FIRST CLASS		THIRD CLASS
				186				187		
				Passenger				Passenger		
				Leave Daily		STATIONS		Arrive Daily		
36	PY			2.08PM	350.3	**PENTLAND** 1.2	0.0	s 4.18PM		
					351.5	NIBO 0.2	1.2			
					351.7	EL DORA 0.2	1.4			
					351.9	RANZA 0.5	1.6			
18				f 2.14	352.5	KERTO 0.5	2.2	f 4.13		
					353.0	WELCO (Spur) 0.2	2.7			
					353.2	LIO (Spur) 0.6	2.9			
14					353.8	WINOIL 0.3	3.5			
					354.1	COPEN (Spur) 0.5	3.8			
	P			f 2.20	354.6	SIGNA 0.9	4.3	f 4.09		
					355.5	E. E. JONES (Spur) 0.5	5.2			
					356.0	MILLIFF 1.6	5.7			
					357.6	RICHFIELD 0.6	7.3			
					358.2	LOWRY 0.9	7.9			
53	P			s 2.35 2.44	359.1	**TAFT** 0.7	8.8	s 4.00		
65					359.8	KELSEY 0.3	9.5			
					360.1	EQUITABLE (Spur) 0.3	9.8			
					360.4	SANBEN (Spur) 0.3	10.1			
					360.7	MILSO (Spur) 0.8	10.4			
					361.5	CHANSLOR 0.9	11.2			
					362.4	NOAL (Spur) 0.2	12.1			
					362.6	CANFIELD (Spur) 0.4	12.3			
				f 2.57	363.0	MIDOIL 0.6	12.7	f 3.45		
					363.6	WALREN (Spur) 0.4	13.3			
					364.0	PREMIER 0.4	13.7			
				f 3.04	364.4	K. T. O. CO. 0.2	14.1	f 3.43		
					364.6	C. C. M. O. CO. 0.4	14.3			
28	P			s 3.06	365.0	FELLOW 0.4	14.7	s 3.41		
					365.4	MONMOUTH 0.2	15.1			
				f 3.08	365.6	VERNETTE 0.2	15.3	f 3.39		
					365.8	SUPPLICO 0.4	15.5			
					366.2	A. O. F. CO. 0.2	15.9			
					366.4	VISALIA MIDWAY 0.3	16.1			
					366.7	RECOVERY 0.7	16.4			
	Y			s 3.15PM	367.4	**SHALE**	17.1	3.35PM		
				Arrive Daily		(17.1)		Leave Daily		
				(1.07) 15.31		Time over District Average speed per hour		(0 43) 23.86		

SPECIAL INSTRUCTIONS.

1. At Pentland, normal position of switch will be for the Gosford-Taft main track.
2. There is a spring derailer in main track 900 feet west of west switch at Taft.
3. Trains will not exceed the following speed in miles per hour over districts as listed below:

BETWEEN	PASSENGER	FREIGHT	TRAINS WITH LARGE LOADED OIL CARS
Gosford and Conner	50	30	25
Conner and Maricopa	40	25	20
Pentland and Shale	40	25	20
Millux and Kyan	30	12	12

4. Between east switch long siding Taft and derailer in main track west of Taft, passenger trains will not exceed speed of 15 miles per hour and freight trains 10 miles per hour.

Westward trains are superior to trains of the same class in opposite direction. See Rule 72. Exceptions: No. 86 is superior to No. 79, No. 82 to No. 87 and No. 186 to No. 187.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward	From San Fran.			Time Table No. 1 June 1, 1919		Toward San Fran. Westward		
Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning and Telephone Stations.			Distance from San Francisco	STATIONS	Distance from Ainrof			
Y			308.6	**OIL JUNCTION** 0.3	5.7			
			308.9	STORAGE TRACKS 1.1	5.4			
			310.0	BOAZ 0.5	4.3			
34			310.5	D WAITS 0.6	3.8			
			311.1	SEGURO 0.5	3.2			
			311.6	MALTHA 0.4	2.7			
			312.0	VOLCAN 0.2	2.3			
			312.2	LA SOLAS 0.2	2.1			
			312.4	OMENA 0.3	1.9			
			312.7	ADIOS (Spur) 0.1	1.6			
			312.8	CESARO (Spur) 0.2	1.5			
			313.0	**TREADWELL JUNC.** 0.1	1.3			
			313.1	EBIGMO (Spur) 0.3	1.2			
			313.4	PENTOL 0.3	0.9			
29 Y			313.7	OIL CITY 0.6	0.6			
			314.3	R **AINROF** (Spur) (5.7)	0.0			

....................Time over District....................
....................Average speed per hour....................

Note.—Oil Junction to Ainrof operated as part of Bakersfield yard.

Eastward	From San Fran.			Time Table No. 1 June 1, 1919		Toward San Fran. Westward		
Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning and Telephone Stations.			Distance from San Francisco	STATIONS	Distance from Porque			
			313.0	**TREADWELL JUNC.** 0.2	2.4			
			313.2	KINROSS (Spur) 0.3	2.2			
			313.5	AMIGO (Spur) 0.2	1.9			
			313.7	ARMIGUS (Spur) 0.2	1.7			
			313.9	KINSALE (Spur) 0.1	1.5			
			314.0	FORFAR (Spur) 0.2	1.4			
			314.2	DERWENT (Spur) 0.5	1.2			
			314.7	CUANDO (Spur) 0.3	0.7			
			315.0	TUBIG (Spur) 0.2	0.4			
			315.2	HAYNAN (No siding) 0.1	0.2			
			315.3	CERTINA (Spur) 0.1	0.1			
			315.4	**PORQUE** (Spur) (2.4)	0.0			

....................Time over District....................
....................Average speed per hour....................

Note—Treadwell Junc. to Porque operated as part of Bakersfield yard.

Eastward	From San Francisco					Time Table No. 1 June 1, 1919		Toward San Fran. Westward			
		SECOND CLASS		FIRST CLASS				FIRST CLASS	THIRD CLASS		
Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning and Telephone Stations.		306 ✓ Bakersfield Olig Mixed	204 Sunset Way Freight	86 ✓ Oil Fields Passenger	Distance from San Francisco	STATIONS	Distance from Olig	87 ✓ Oil Fields Passenger	205 Sunset Way Freight	307 Olig Bakersfield Mixed	
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily				Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
I		7.05AM	2.00AM	12.28PM	313.6	DN-R **KERN JUNCTION** 0.5	49.1	s 6.07PM	11.20AM	2.37PM	
					314.1	PARSONS 1.0	48.6				
					315.1	PAC. SMELTING 0.2	47.6				
					315.3	BAKERSFIELD CORRALS 1.4	47.4				
					316.7	STRADER (Spur) 2.1	46.0				
52 P		f 7.20	2.20	f 12.40	318.8	WIBLE ORCHARD 1.7	43.9	f 5.54	11.00	f 2.20	
					320.5	VENOLA Spur) 2.1	42.2				
63 PY		s 7.35	2.35AM	s 12.48PM	322.6	D-R **GOSFORD** 5.8	40.1	5.47PM	10.45AM	s 2.00	
54 WP		f 7.50			328.4	STEVENS 2.3	34.3			f 1.35	
		f			330.7	STRAND (Spur) 1.2	32.0			f	
					331.9	MARCO 3.2	30.8				
		f 8.10			335.1	RIO BRAVO 7.7	27.6			f 1.15	
		f 8.30			342.8	BOWERBANK 3.5	19.9			f 12.55	
101 P		s 8.45			346.3	D BUTTONWILLOW 2.5	16.4			s 12.45	
					348.8	USHER (Spur) 1.7	13.9				
73 WP		f 8.55			350.5	LOKERN 8.9	12.2			f 12.15PM	
		9.25			359.4	ASPHALTO 1.2	3.3			11.35AM	
36 PY		s 9.50			360.6	D-R **McKITTRICK** 2.1	2.1			s 11.30	
		s 10.05AM			362.7	R **OLIG** (49.1)	0.0			10.20AM	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily				Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
		(3.00) 16.37	(0.35) 15.43	(0.20) 27.00		....................Time over District.................... ....Average speed per hour....................		(0.20) 27.00	(0.35) 15.43	(4.17) 11.46	

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

Extra Trains may pass, or run ahead of second and third class trains without receiving an order to do so.

1.

STANDARD CLOCKS.

Fresno
Goshen Junction
Coalinga
Exeter.
Porterville—Olive St.
Bakersfield—Dispatcher's Office
Bakersfield—Round House
Kern Junction
Mojave
Palmdale

2.

WATCH INSPECTORS.

Webb C. Ball,	General Time Inspector,	San Francisco.
A. S. Shaddow,	Local Inspector,	Fresno.
Hanford Jewelry Co.,	Local Inspectors,	Hanford.
G. D. Davidson Co., Entire Division,	Local Inspectors,	Los Angeles.
Henry Caseriel,	Local Inspector,	Coalinga.
Smith Bros.,	Local Inspectors,	Visalia.
S. P. Anderson,	Local Inspector,	Exeter.
R. A. Hubler,	Local Inspector,	Porterville.
H. Oppliger,	Local Inspector,	Bakersfield.
Newton Moore,	Local Inspector,	Los Angeles.

3.

BULLETIN BOARDS.

Fresno
Goshen Junction
Kerman
Los Angeles Round House
Coalinga
Porterville—Olive St.
Bakersfield
Los Angeles
Mojave
Saugus
River Station
Exeter.

4.

CLEARANCES.

Rule 83A will not apply at stations not telegraph offices, or where offices are closed.

(A) A train must not leave McKittrick or Coalinga without a clearance card **(Form No. 2643).**

(B) Trains to and from the Hardwick-Ingle line at Hardwick must obtain a clearance card when an operator is on duty.

(C) Trains running via Hanford and Visalia lines must obtain a clearance card before leaving Goshen Junction.

5.

REGISTERING.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register by ticket as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

(A) Helper engineers of Santa Fe freight trains on joint track, will accept from conductors, information on prescribed form, showing the numbers of all superior trains that have arrived and left.

(B) Exceptions.

Famoso	Only trains to and from the Porterville line will register.
Bakersfield	Operator Bakersfield will report arrival of eastward trains by telegraph to operator Kern Junction, who will enter same on his register and both operators will be held responsible for the correct transmission of same.
Kern Junction	Arrival and departure of Santa Fe first-class trains will be telegraphed to operator at Bakersfield, who will enter same on register and both operators will be held responsible for correct transmission of same.
Lancaster	Only extras originating and terminating will register.
Palmdale	Only extras originating and terminating will register.
Techachapi	Only second-class, third-class and extra trains will register.

(C) **Trains will Register by Form 2642 as follows:**

Goshen Junction	25, 26.
Kern Junction	S. P. passenger trains and westward Santa Fe trains.

6.

TRAIN AND AIR INSPECTION.

Freight trains descending grade will stop 10 minutes, at following points, to allow trainmen to make thorough inspection of wheels and running gear of train:

Between Bakersfield and Mojave	**Bealville, Woodford, Marcel, Warren. Eastward freight trains handling P. F. E cars will make stops at Larose and Fram in addition.**
Between Mojave and Saugus	**Ravenna, Lang.**
Bakersfield-McKittrick Line	**Between Mile Posts 357 and 358.**
Between other points	After a continuous run of 30 miles.

(A) Engineers will not make running air tests over puzzle switches and bridges.

(B) In cases where there is question as to ability of engineers to hold trains on grades to proper speed, or make necessary stops, by use of air, conductor **will see that sufficient hand brakes are set at summit of grade to insure proper handling of train. In setting hand brakes, each alternate brake should be set, beginning at head end and working toward rear. Hand brakes should not be permitted to remain set a sufficient time to cause heating, but should be released and those on alternate car set, change being made in this manner as often as necessary. In releasing hand brakes those to rear of train must be released first. When engineer requests assistance in handling of trains on grades, conductors will see that action is taken at once to render such assistance.**

(C) That proper inspection of running gear may be made by trainmen, in accordance with Rule 824 and permit of their boarding train, freight trains must not exceed a speed of eight miles per hour when entering or pulling out of siding or leaving station.

(D) Rear end test between terminals as prescribed by Rule 17 of Rules and Regulations Governing Care and Operation of Air Brakes, etc., effective May 1, 1915, is required as follows:

For all trains wherever brake pipe has been parted.

Westward passenger trains stopping at Vincent and Tehachapi. Those not stopping must make running test.

Eastward passenger trains stopping at Tehachapi and Vincent. Those not stopping must make running test.

Westward freight trains at Vincent, Summit and Tehachapi. Those making tests at Summit need not make it at Tehachapi unless stopped for other cause.

Eastward freight trains at Summit and Vincent.

(E) In freight trains where helpers are coupled in rear of train, the last helper engineer to make coupling after brake pipe has been parted will sound one blast of the whistle for air test and the head engineer will, after charging up brake **pipe, place his valve on lap and repeat the signal, rear brakeman not opening angle cock at rear end until brake pipe has been recharged and leading engineer has sounded signal for the test. Other engineers in train must not whistle off until air test has been made.**

(F) When train is ready to go, engineer handling the air will wait sufficient time to allow air to equalize and will then sound two long blasts of the steam whistle, helpers if ready to go will answer with whistle in the usual manner, in order as they stand in train and will use throttles to hold slack.

(G) When helper engines have cut off at any point to take water, or for any other reason, in doubling up, enginemen of such engines will make deduction in train line pressure, if necessary, to allow leading engineer to equalize train line pressure.

(H) Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal list **showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.**

7.

"19" ORDER.

Within automatic block signal limits, between Fresno and Saugus, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that form 31 must be used—

(A) When orders are delivered at a non-telegraph or closed telegraph station. **(See Rule 217.)**

(B) When necessary to restrict a train which has been cleared or the engine **of which has passed train order signal. (See Rule 219.)**

(C) When issuing an order form "G," example 3.

(D) When giving any train right over all trains.

(E) When reducing a time order where necessary that dispatcher have signature **of superior trains before completing order to an inferior train.**

(F) Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain **O. K. with time and Superintendent's initials, writing same before delivery in space provided for. Operator will retain carbon copy of clearance.**

(G) Dispatcher must write train and order numbers in his train order book as **transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.**

(H) When "19" order restricting superiority is issued at station where superiority is restricted, train must be stopped by operator before delivery of order.

(I) Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received and the necessity for carefully checking clearance to ascertain positively that it is properly addressed and that orders received are those called for by clearance.

(J) Clearance outside automatic block signal limits must show numbers of all orders (both 31 and 19) and be O. K.'d by dispatcher same as within block signal limits.

8.

AUTOMATIC SIGNALS.

Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

ON SINGLE TRACK. Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

ON DOUBLE TRACK. A train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

(A) A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

(B) When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

(C) When a train which is to take siding at meeting or passing point finds home signal other than an interlocking in stop position on account of train to be met or passed standing on the main track, it may pass the home signal without stopping, when a brakeman or switch tender is at the home signal giving proceed signal to indicate that switch is open, and enter siding at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

(D) The following automatic block signals, governing trains entering and in yards, will be Minute Blocks.

Mojave: **Nos. 3802, 3805, 3806, 3811.**
Tehachapi: **Nos. 3598, 3611.**
Bakersfield: **No. 3157.**
Goshen Jct.: **Nos. 2388, 2397.**

(E) If signals are at stop, wait one minute and then proceed under control not exceeding six miles an hour. In stormy or foggy weather send the flagman ahead immediately and follow the flagman.

(F) When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

(G) Signal failures or irregularities (either action or arm or condition of light) will be reported to chief dispatcher by number from first open telegraph office.

(H) When block signals indicating position of switches are yellow boarded, trains will reduce speed to six miles per hour through station limits until switches are passed.

(I) Home signals No. 3805 and No. 3806 (minute blocks), just west of Oil and **Water Columns, between main track and siding No. 1, Mojave yard, are placed "back to back." Signal No. 3805 governing westward trains is located on fireman's side, who will be on lookout for change in position of signal. Helper engines occupying main track must stand just west of these signals to prevent delay to westward trains.**

(J) When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

(K) Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

9. INTERLOCKING SIGNAL TOWERS.

(A) Fresno Tower No. 1.

(A. T. & S. F. Crossing 1.6 miles east of Fresno on Fresno-Friant Line):

For main track, one long sound of whistle (———).

To or from spur track, one long and one short sound of whistle (——— o).

(B) Fresno Tower No. 2.

(A. T. & S. F. Crossing 1.5 miles east of Fresno on Fresno-Exeter Line):

For main track, one long sound of whistle (———).

(C) Calwa Tower.

(A. T. & S. F. Crossing and double track 0.8 mile east of Calwa):

Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long sound of whistle (——— o ———).

Westward trains will sound one long sound of whistle for crossing and for double track (———).

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

(D) Hanford Tower.

(A. T. & S. F. Crossing 0.3 mile west of Hanford):

For main track, one long sound of whistle (———).

For crossing through siding, one long, one short and one long sound of whistle (——— o ———).

(E) Tulare Tower.

(A. T. & S. F. Crossing 0.3 mile west of Tulare):

For main track, one long sound of whistle (———).

(F) Kern Junction Tower.

(A. T. & S. F. Crossing and Bakersfield-McKittrick Line 0.7 mile east of Bakersfield):

For main track, one long sound of whistle (———).

For movement over crossing on siding, one long, one short and one long sound of whistle (——— o ———).

For movement between S. P. and A. T. & S. F. main line, one long and one short sound of whistle (——— o).

For movement between main track and transfer track, one short, one long and one short sound of whistle (o ——— o).

(G) General.

For any movement against current of traffic on double track, give one long and one short sound of whistle (——— o).

When a train which has been given a proceed semaphore signal at any crossing does not wish to use crossing, one short and one long sound of whistle should be sounded for the information of the towerman (o ———).

10. RAILROAD CROSSINGS NOT INTERLOCKED.

Lacjac	A. T. & S. F. Ry.
Monson	A. T. & S. F. Ry.
Visalia	A. T. & S. F. Ry.
Lillis	Laton & Western Ry.
Between Hub and Lynn	Laton & Western Ry.
Porterville and Sabin	A. T. & S. F. Ry.

11. SPEED TABLE.

This table is for the purpose of determining speed per mile and must in no way conflict with rules restricting speed of trains.

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

12. MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

Note.—All Locomotives with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive			Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM—63	25-38/28	320	4200 to 4211	40	....
A—84	15-25/28	110	3000 to 3009	77	48375 lbs.
A—79	15-25/28	102	3016 to 3024	67	46445 "
A—81	20/28	105	3025 to 3071	77	46380 "
T—69	21/28	149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T—69	15½-26/28	142	2291, 2294, 2297	62	41526 "
T—63	18/30	78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M—63	21/28	155	1720, 1721, 1724, 1770, 1771, 1773 to 1777, 1779	58	45190 "
M—63	21/28	144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 "
M—63	15-26/28	144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E—69	18/24	69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E—73	18/24	63	1430 and 1432	61	27570 "
MC—57	26-40/30	394	4000 to 4016	53	43050 "
MC—57	26-40/30	398	4017 to 4028	53	43050 "
MC—57	26-40/30	401s	4029 to 4043	53	43500 "
MC—57	26-40/30	395s	4044 to 4048	53	43500 "
C—57	22/30	180	2625, 2626, 2628 to 2642, 2644, to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

NOTE.—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under "Speed Restrictions."

SPEED RESTRICTIONS—TRAINS WILL NOT EXCEED

Between—	Miles per Hour Passenger	Miles per Hour Freight
Fresno and Bakersfield	50	35
" " " with large loaded oil cars		35
Bakersfield and ½ mile east of Sivert	50	35
Bena and Sivert westward freight trains		35
½ mile east Sivert and 1 mile west Ilmon	40	30
1 mile west Ilmon and 1 mile west Tehachapi	30	18
1 mile west Tehachapi and 1 mile west Cameron	50	35
1 mile west Cameron and Mojave	45	18
Mojave and Palmdale	50	35
" " " with large loaded oil cars		35
Palmdale and Vincent	40	18
Vincent and mile post 422	30	18
Mile post 422 and mile post 427	40	18
Mile post 427 and Humphreys	30	18
Humphreys and mile post 448	40	18
Mile post 448 and Tunnel 24	30	18
Tunnel 24 and Saugus	40	18
Fresno and Famoso via Sanger and Porterville	40	30
Kerman and Armona	40	35
Ingle and 1 mile west of Riverdale	35	25
1 mile west of Riverdale and Hardwick	25	20
Goshen Junction and Exeter	40	30
Goshen Junction and Armona	50	35
Armona and Crump	40	25
Crump and Alcalde	10	10
Fresno and Gordon (except as noted)	30	20
Gordon and Friant (except as noted)	20	20
Fresno and Friant (with loaded gravel cars)		15
Oil Jct.-Ainrof-Porque Lines (except as noted)		20
" " " (with large loaded oil cars)....Days		15
" " " " " " " "....Nights		10
Bakersfield and Lokern	40	25
Lokern and Olig (except as noted)	30	20
" " " (with large loaded oil cars)....Days		15
" " " " " " " "....Nights		10
Rossi and Stratford	15	15
Porterville and Springville	20	15
Mojave and Owenyo:		
Mojave and Mile Post 422	35	25
Mile Post 422 and Mile Post 439	35	25
Mile Post 439 and Mile Post 465	45	35
Mile Post 465 and Mile Post 469	35	25
Mile Post 469 and Owenyo	45	35
All points with large loaded oil cars (except as noted)		25
Between outside switches of yards (outside City Limits):		
Fresno	15	10
Bakersfield, east of Nome	15	10
" west of Nome	35	20
Mojave	15	10
Through City Limits (regulated by Ordinances):		
Clovis	8	8
Fresno	8	8
Selma (between 5 a. m. and 11 p. m.)	10	10
Kingsburg (between 4 a. m. and 11 p. m.)	10	10
Tulare	8	8
Visalia	6	6
Hanford	8	8
Exeter	10	10
Porterville	8	8
Bakersfield	6	6
Fowler	10	10
Over Turnout Switches:		
Kerman (eastward trains)	20	20
Calwa Tower, end of double track (eastward trains)	15	15
Exeter, south leg of Wye connecting with Porterville Line	15	15
All points Santa Fe 900 and 1600 class engines	4	4
" " Consolidation and Mallet engines	10	10
On Sidings:		
When clear of lead on straight track, Santa Fe 900 and 1600 class engines	8	8
Over west leg of Wye at Searles: Consolidation engines	6	6

Engines on passenger trains:	
Decapod	Freight Train Speed
Consolidation and 3601 to 3610 inclusive	Maximum speed allowed passgr. trains.
When meeting or passing on double track	20 miles per hour except where speed restrictions are less will be governed thereby.
Engines running light:	
8-wheel, 10-wheel, Mogul, Mikado, Pacific and 3601 to 3610 inclusive	Passgr. Train Speed.
Consolidation type	25 miles per hour where freight trains are restricted to 18.
Fernando Helpers (2914) class	25 miles per hour where freight trains are restricted to 18.
Engines not above specified	Freight train speed.
Engines backing up:	
Consolidation, Decapod, Mikado and Mallet between Bakersfield and Saugus	15 miles per hour.
Consolidation and Mikado between Fresno and Bakersfield	20 miles per hour.
Fernando Helpers (2914 class) between Palmdale and Saugus	20 miles per hour.

SPEED RESTRICTIONS—Continued

All others (except Consolidation, Mallet, Pacific and Mikado) over main track and from Kerman to Goshen Junction	25 miles per hour.
Over other lines	20 miles per hour except where speed restrictions are less, be governed thereby.
From West Wye switch to station at Goshen Junction Goshen Jct.-Coalinga Line	10 miles per hour.
Yard Engines (outside yards)	15 miles per hour.
Trains handling wrecker:	
Main line and from Goshen Junction to Kerman	25 miles per hour.
Over other lines	15 miles per hour except where freight train speed is less, be governed thereby.

13.

YARDS.

Yards are established at the following stations:

Fresno
Bakersfield
Tehachapi
Mojave
Goshen Jct.
Hanford
Visalia
Porterville
Exeter
Coalinga
Armona
Hardwick

(A) Rules 93 and D-93 are revised as follows:

"Within yard limits the main track may be used, protecting against first class trains.

All trains must approach yard limits and pass through yards under control."

14.

OVERHEAD STRUCTURES.

Less than 22 feet above top of rails.

MAIN LINE.

Mile Post	Between Stations	Structures	Height
341.0	Bealville-Rowen	Tunnel No. 4	18′- ½″
341.6	" "	" " 5	18′- 2″
341.9	" "	" " 6	18′- 4″
343.7	" "	" " 7	17′- 7″
344.2	" "	" " 8	17′- 5″
353.0	Walong-Marcel	" " 11	18′- 2″
355.0	Marcel-Cable	" " 12	17′- 8″
355.2	" "	" " 13	17′-11″
355.4	" "	" " 14	17′- 8″
434.8	Russ-Lang	" " 17½	18′-10″
434.8	" "	Water Flume	19′- 0″
435.9	" "	Bridge over Santa Clara River	21′- 2½″
436.1	" "	" " " "	21′- 9½″
436.3	" "	" " " "	21′- 9½″
436.8	" "	" " " "	21′- 8½″
436.9	" "	" " " "	21′- 9½″
437.4	" "	" " " "	21′- 7½″
439.5	Lang-Humphreys	Tunnel No. 20	17′- 9″
440.1	" "	" " 21	17′-10″
441.5	" "	" " 22	18′- 2″
445.3	Humphreys-Honby	" " 23	18′- 6″
449.7	Honby-Saugus	" " 24	18′- 6″

(A) **BETWEEN MOJAVE AND OWENYO**

Mile Post	Between Stations	Structure	Height
426.8	Teagle-Searles	Tunnel 29	21′-2″
523.0	Owenyo	Highline trestle on Calif. Alkali Co.'s Spur	16′- 0″

All employes are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points and must use necessary precaution to protect themselves from injury.

15.

SURGEONS

NAME	LOCATION	DISTRICT Between
Dr. F. K. Ainsworth, Manager and Chief Surgeon	San Francisco, Cal.	All Points.
Dr. O. B. Doyle, District Surgeon	Fresno, Cal.	Fresno, Friant, Kingsburg and Ivesta, Cal.
Dr. F. K. Pomeroy, Asst. District Surgeon	Fresno, Cal.	
Dr. D. H. Trowbridge, Oculist and Aurist	Fresno, Cal.	
Dr. J. L. Maupin, Consulting Surgeon	Fresno, Cal.	
Dr. J. D. Wagner, Emergency Surgeon	Selma, Cal.	
Dr. M. A. Morrison, Emergency Surgeon	Fowler, Cal.	
Dr. T. F. Madden, District Surgeon	Sanger, Cal.	Ivesta and Fargo.
Dr. G. A. Hawkins, District Surgeon	Reedley, Cal.	Fargo and Monson.
Dr. J. C. Paine, District Surgeon	Exeter, Cal.	Monson and Burr.
Dr. Paul R. Walters, District Surgeon	Dinuba, Cal.	
Dr. T. D. Smith, District Surgeon	Kingsburg, Cal.	
Drs. M. and M. S. McMurtry, Emergency Surgeons	Clovis, Cal.	
Dr. T. D. Blodgett	Tulare, Cal.	Kingsburg and Earlimart.
Dr. J. A. Copeland, District Surgeon	McFarland, Cal.	
Dr. C. M. White, District Surgeon	Visalia, Cal.	Goshen and Exeter.
Dr. C. T. Rosson	Hanford, Cal.	Goshen, Armona and Caruthers.
Dr. J. C. Drake, District Surgeon	Kerman, Cal.	Kerman and Caruthers.
Dr. Wm. P. Byron, District Surgeon	Lemoore, Cal.	Armona and Huron.
Dr. G. T. Mountford, District Surgeon	Coalinga, Cal.	Huron and Alcalde.
Dr. S. A. Barber, District Surgeon	Porterville, Cal.	Zante and Famoso.
Dr. W. W. Tourtillott, District Surgeon	Lindsay, Cal.	Burr and Zante.
Dr. A. I. Fraser, District Surgeon	Bakersfield, Cal.	Earlimart, Bealville and Gosford.
Dr. N. N. Brown, Consulting Surgeon	Bakersfield, Cal.	
Dr. H. W. Owen, Oculist and Aurist	Bakersfield, Cal.	
Dr. H. Hildreth, Emergency Surgeon	Delano, Cal.	
Dr. E. F. O'Reilly, District Surgeon	Tehachapi, Cal.	Bealville and Cameron.
Dr. C. C. Warner, District Surgeon	Mojave, Cal.	Cameron and Rosamond.
Dr. D. A. Clark, District Surgeon	Cartago, Cal.	
Dr. I. J. Woodin, District Surgeon	Lone Pine, Cal.	Brown and Owenyo.
Dr. F. D. Bishop, District Surgeon	Lancaster, Cal.	Rosamond and Ravenna.
Dr. J. E. Wheat, District Surgeon	Fernando, Cal.	Ravenna and Saugus.
Dr. H. V. Prouty, District Surgeon	McKittrick, Cal.	Gosford and Olig.
Dr. Geo. A. Meracle, Emergency Surgeon	Caruthers, Cal.	
Dr. Frank D. Bishop, Emergency Surgeon	Palmdale, Cal.	

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

16.

JUNCTION SWITCHES.

(Switches to be set and locked as follows):

El Prado	Fresno-Friant Line and S. J. E. R. R. tracks for Fresno-Friant Line.
Fresno	Stockton Division main track and Kerman Line for Stockton Division.
Fresno	Fresno-Bakersfield Line and Fresno-Porterville Line for Fresno-Bakersfield Line.
Fresno	Fresno-Friant Line and Fresno-Porterville Line for Fresno-Porterville Line.
Kerman	Armona and Stockton Division tracks for Stockton Division track.
Ingle	H. & S. L. Line and Stockton Division tracks for Stockton Division track.
Hardwick	H. & S. L. Line and Armona-Kerman Line for Armona-Kerman track.
Armona	Goshen Jct.-Coalinga and Armona-Kerman Line for Goshen Jct.-Coalinga track.
Rossi	Goshen Jct.-Coalinga Line and Rossi-Stratford Line for Goshen Jct.-Coalinga Line.
Goshen Junction	Visalia and Hanford Lines with Fresno-Bakersfield Line, both for Fresno-Bakersfield Line. Visalia main track on siding for the siding.
Exeter	Visalia and Sanger Lines for Visalia Line.
Porterville	P. & N. E. and Famoso-Exeter Line for Famoso-Exeter Line.
Famoso	Fresno-Bakersfield Line and Porterville Line for Fresno-Bakersfield Line.
Oil Junction	Fresno-Bakersfield Line and Oil City Line for Fresno-Bakersfield Line.
Gosford	Bakersfield-McKittrick Line and Sunset Line for Sunset Line.
Mojave	Bakersfield-Mojave Line and Mojave-Owenyo Line for Bakersfield-Mojave Line.
Saugus	San Joaquin Division main track and Los Angeles Division track for San Joaquin Division main track.

17.

LOCATION HOSPITAL STRETCHERS.

Fresno Storeroom.
Fresno Wrecking Train.
Fresno Baggage Room.
Goshen Junction.
Coalinga.
Hanford.

LOCATION HOSPITAL STRETCHERS—Continued.

Exeter.
Porterville.
Bakersfield Emergency Hospital.
Bakersfield Wrecking Train.
Bakersfield Car Shops.
Bakersfield Machine Shops.
Bakersfield Baggage Room.
Tehachapi.
Mojave Car Shops.
Mojave Wrecking Train.
Mojave Baggage Room.
Owenyo.
Saugus.

18

HOSPITALS FOR SAN JOAQUIN DIVISION.

General Hospital, S. P. Hospital, San Francisco, Cal. Division Hospital, Crocker Street Hospital, Los Angeles, Cal. Emergency Hospital, Bakersfield, Cal.

19.

AVERAGE WEIGHTS OF PASSENGER TRAIN CARS.

Kind of Cars.	Average Weights, Pounds		
	Wood	Steel	Steel Underframe
Baggage	79,000	90,000	
" (Dynamo)		105,000	
" and Mail	77,000	121,000-69′ 90,000-60′	93,000
" and Passenger	61,000		
Buffet		130,000	122,000
" (Dynamo)		146,000	
Business	107,000	178,000	135,000
Chair	86,000	98,000	
Coaches	80,000	95,000	
Dining	128,000	147,000	135,000
Horse Express	81,000		
Observation	122,000		
Postal		145,000 110,000-60′ 77,000-40′	131,000
Pullman Observation	124,500	151,000	127,000
" Parlor	115,000	146,000	
" Std. Sleepers	125,000	153,000	145,000
" Tourist	94,000		133,000
Tea and Silk	48,000		

20. USE OF RETAINERS.

Pressure retaining valves on locomotive tenders must be used on all descending mountain grades.

(A) Retainers will be used on passenger trains on grades as follows:

EASTWARD TRAINS:—From Cameron to Mojave—All retainers.

WESTWARD TRAINS:—From Vincent to Harold—Necessary retainers.
From Tehachapi to Caliente—All retainers.

(B) On freight trains, retainers will be used on grades in accordance with Rule 54 of "Rules and Regulations Governing Air Brakes, Etc., effective May 1, 1915," as follows:

**EASTWARD TRAINS:—From Cameron to Mojave.
From Vincent to Lang.**

**WESTWARD TRAINS:—From Vincent to Harold.
From Tehachapi to Caliente.
From McKittrick to Lokern.**

(C) Retainers will be used on other trains and under other conditions where in judgment of the engine and train crew it is deemed necessary to vary from the **above rules.**

(D) Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES.

(E) The above maximum speed restriction will not affect the speed on heavier **grades and other locations, where the maximum is now provided.**

(F) Retainers on eastward freight trains entering Mojave yard must not be turned down until it is known positively that train is under control and almost stopped.

21. HELPERS.

(A) Helpers on freight and passenger trains will cut out at Vincent, if **not otherwise instructed.**

(B) Helper engines cut out at Summit and ordered through to Mojave should precede train from Summit, unless otherwise instructed.

(C) When a helper engine is to be coupled into a train copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train.

If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station, and copy of clearance card must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

22. MISCELLANEOUS.

On single track in Block Signal limits, Rule 86, second paragraph, is modified as follows: An inferior train will clear the time of first-class trains in the same direction not less than ten (10) minutes.

(A) Within block signal limits, that portion of Rules 86 and D-86 reading "but must be clear at the time a first-class train, in the same direction, is due to leave the next station in the rear where time is shown" is cancelled.

23. Approaching tunnels, by day, when within 300 feet, headlight must be dis**played and continued until tunnel is passed.**

24. At least two loaded steel underframe cars must be placed immediately ahead of Mallet engines that are engaged in pushing.

25. **Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.**

26. Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or pieces of track over which speed of trains must not exceed fifteen (15) miles per hour or rate of speed specified by bulletin, train orders, or slow boards.

(A) When in an engineman's judgment, track which is protected by slow order is safe for a higher rate of speed than is allowed by such slow order, engineman will notify the conductor, stating what speed he considers safe, and conductor will then send a message to Superintendent from first open telegraph office covering information.

27. On trains consisting of 20 cars or over engines must be cut off when taking water.

(A) In taking water on freight trains with helpers cut in, train will be cut ahead of first helper from head end who will back to point where he is to take water. After stopping, train will be again cut ahead of following helper, which in turn will back to water spout.

28. At unprotected railroad grade crossings, trains approaching will sound one **long blast of steam whistle at proper distance from crossing, while train is running, in accordance with Rule 14 (m). After train has stopped and before passing over such crossing, engineer will sound two short blasts of the steam whistle.**

(A) Whistle signal covered by Rule 14 (m) applies when train is running.

29. Following additional whistle signal is authorized:

Sound	Indication
One long sound (————)	**When train is standing; apply air brakes from rear and for test. To be used when hand signals cannot be readily transmitted.**

30. To avoid confusion, the following communicating signals will be observed:

(j) oooooo When running, increase train heat.
(k) ——— When running, look back for hand signals.

31. At Fresno, all trains from Fresno-Friant and Fresno-Porterville Lines will stop **at junctions of these Lines when entering yard.**

32. At Fresno, eastward trains entering yard will be governed by signals from herder as follows: Trains from Merced Line green signal, trains from Kerman **Line yellow signal.**

33. At Goshen Junction westward trains on Visalia Line must stop at stop board **located at east end just opposite cross-over from Visalia Line to Fresno-Bakersfield Line.**

34. At Goshen Junction, the end of the Visalia main track, will be at the point **east of the station where first cross-over enters into the Visalia Line.**

35. At Famoso, the end of the Porterville main track will be at the point west of the station where the cross-over from the main track enters into the Porterville Line.

(A) That part of these tracks between the cross-overs and the stations will be **used as sidings, and trains using same will conceal headlight and display markers in accordance with Rules 17 and 19.**

36. At Visalia, all trains will stop at Santa Fe tracks, and will not pass over **crossing without receiving proceed signal from flagman, who must precede them.**

37. At Exeter, all eastward trains must stop at stop board at junction east leg of **wye with Porterville Line.**

38. Engines larger than 1469 must not be run between Crump and Alcalde.

39. At Bena engines must not go beyond a point 300 feet from switch into pit. **Cars must be used in switching if necessary to go back of that point.**

40. At Caliente, Bealville and Marcel siding next to main track will be known as eastward siding and be used by eastward trains; back track will be known as west**ward siding and be used by westward trains.**

41. Freight trains will not go to Cliff for passenger trains, unless can get into **clear or so instructed by dispatcher.**

42. At Rowen, trains taking siding will comply with the following:

(A) First-class trains will use middle siding entering at first cross-over.

(B) Eastward trains, except first class, will enter at extreme west switch.

(C) Westward trains, except first class, will enter at extreme east switch.

(D) All trains, except first class, will use middle siding only under flag protection unless instructed by train order that middle siding is clear, but will not use the same when first-class trains are due to meet there.

(E) Siding between east switch and east cross-over is designated as east siding.

(F) Siding between cross-over switches is designated as middle siding.

(G) Siding between west cross-over and west switch is designated as west siding.

(H) Inside cross-over switches will be lined for siding.

(I) Trains using sidings will depart through cross-overs.

43. At Woodford track on north side of main track will be used as siding for **trains in both directions. House track must not be used for setting out or storing of cars.**

44. At Summit, the siding known as "Old Siding" will be kept for use by Train 342, in cutting out helpers. **Long track south of main track will be used for siding by other trains, and trains using same will enter at the extreme west or east switches.**

45. Spur tracks at following stations between Bakersfield and Mojave must not **be used by Mallet or Decapod engines: Sivert, Gravel Pit Bena, Caliente,** Bealville, Rowen and Cable.

46. The maximum tonnage rating per operative brake of 115 Ms. on both east and **west sides of Tehachapi Mountain and 120 Ms. eastward from Mojave to Saugus, must be strictly observed. Oil cars equipped with latest Westinghouse empty and loaded brake device will permit the handling of 150 Ms. per operative brake.**

47. In movement of helper engines light descending grades between Bakersfield and Mojave, the number of engines to be coupled together is restricted to the following: Not more than three Mallets; five Consolidations; three Mallets and one Consolidation; two Mallets and two Consolidations; one Mallet and three Consolidations.

48. When necessary for trains or engines to cross over from one main track to another, or cross double tracks by crossover switches, five (5) minutes must elapse between the time the switches are thrown and movement actually begun. This in no measure relieves trainmen and enginemen from responsibility of protecting their trains as provided for in the rules, and does not apply in double track territory within the limits of established yards.

49. Pay close attention to clearance of steam shovels, derricks, machinery, etc., on flat cars, to see that clearance limits in published schedules of clearances is not exceeded, to avoid accidents passing through overhead structures or tunnels.

50. Wooden coaches must not be placed between steel cars when possible to avoid it.

51. Air whistle has been installed in yardmaster's office, Bakersfield, connected with tower at Kern Junction. Soon as conductor eastward train reaches tower **he will secure information as to whether any trains due to arrive prior to time set for his departure and, if not, will sound one long, one short and one long blast of air whistle, and brakemen, who must station themselves where they can hear whistle and when heard, signal head engineer to pull down so helpers can cut in.**

52. When taking siding to meet an opposing train, trainmen should station themselves where they can inspect running gear of the train passing, giving stop **signals to them if any defect noticed, brakemen on opposing train watching for stop signals. (See Rule 861.)**

53. Brakeman on train 81 after announcing Exeter Station will announce the **location of Visalia Electric car for Lemon Cove as standing directly behind station.**

54. To prevent personal injury to passengers account their attempting to alight **from trains, trainmen will protect all vestibules opened until train stops.**

55. Do not allow engines to spot or cars to be left standing on jail track at **Visalia, within one hundred feet of Gordon Street on east end of this track.**

56. Cars of 35 tons or over must not be run over bridge crossing Kings River, one mile west of Hardwick on Hanford and Summit Lake Railway. Such loads must be handled via Ingle.

57. The use of Visalia Electric track at Exeter for water by our engines is **prohibited.**

58. In protecting rear end of passenger trains, rear brakeman will be governed **by the following:**

(A) "Each time train stops rear brakeman will take position not less than thirty (30) feet from rear of same, having in his possession necessary flagging equipment."

59. Commencing at once, engines tying up at Porterville will, on their arrival, be **placed on the east leg of wye headed east, that they may be coupled together, facilitating the handling.**

60. The practice of employes and others, except those in actual discharge of their **duties, are prohibited from riding on pilot or foot boards of engines.**

61. When one torpedo is exploded, train must come to a stop as per Rule 15. If no person is at hand to explain the placing of the torpedo, train may proceed to next station or block signal as hereinafter provided:

(A) If view is obscured by curves, fog or storm, flagman must be sent ahead and train may follow, under control, in the manner prescribed in Rule 504.

(B) If track is seen to be clear for distance of not less than one-half mile, or within automatic block limits, if signals indicate "proceed" train may proceed, but will run under control for a distance of one-half mile before resuming full speed.

62. Bulletin No. 1448 is hereby cancelled and superseded by the following:

(A) Your attention is called to California Senate Bill No. 847, Chapter No. 168, commonly known as the "Full Crew Bill," the provisions of which became effective August 10, 1913. The following memorandum illustrates the number of

MISCELLANEOUS—Continued

brakemen it will be necessary to provide on freight trains on San Joaquin Division as result of this measure:

(B) Please note limits of grade on the Main Line Bakersfield to Saugus:

Grade.	No. Cars.	No. Brakemen.
1% or under	Less than 50	2
"	50 to 75	3
"	76 to 100	4
"	101 to 125	5
1% to 1½%	Less than 50	2
"	50 to 62	3
"	62 to 87	4
"	87 to 112	5
Over 1½%	Less than 50	2
"	50 to 57	3
"	58 to 72	4
"	73 to 87	5

(C) The following are grade maximums on the San Joaquin Division:

1% or Under—	1% to 1½%—	Over 1½%—
Fresno-Bakersfield	Bakersfield-Ilmon	Ilmon-Tehachapi
Fresno-Friant	Tehachapi-Eric	Eric-Mojave
H. & S. L.	Mojave-Rosamond	Palmdale-Saugus
Goshen-Alcalde	P. & N. E.	Mojave-Owenyo
Goshen-Exeter		Bakersfield-Olig
Goshen-Porterville		
Famoso-Porterville		
Rossi-Stratford		
Kerman-Armona		
Rosamond-Palmdale		

63. Sunset trains will be permitted to occupy main track between station train order signal and junction at Gosford without train orders to do so. All trains will approach junction switch at Gosford under control and be governed by Rules 83, 98 and 99 of Book of Rules.

64. Practice of dropping cars on grades must be discontinued except where it is impossible to switch with an engine, and where absolutely necessary to drop cars on grades, the following rules must be observed:

(A) Hand brakes must be tested on all the cars before drop is made to ascertain if in good working condition.

(B) Heavily loaded cars must not be dropped singly; enough cars must be added to insure absolute safety. Not more than five cars must be dropped at one time.

(C) Two brakemen must ride each cut. Cars must not be cut off while moving; they must be allowed to start from a standing position. Cars must not be dropped on a track not protected by a derailer, or on main track unless it be blocked by other cars or engines.

(D) Cars to be dropped should be as close as possible to the turnout to be used before they are allowed to start and at no time must they be allowed to attain a speed greater than five miles per hour. Brake club must be used in setting the brakes.

65. Trainmen will see that the canopy on observation cars is rolled up under the hood of the car sufficiently to permit unobstructed view of markers at night.

66. Mixed trains carrying outfit cars occupied by employes should place such cars immediately ahead of passenger cars.

67. All westward trains including helper engines taking water at Caliente will take their supply from the west tank.

68. One or two lights should be burning in coaches in Train 107 passing through tunnels.

69. Following will govern relative to use of telephone by train and engine crews in handling of train orders and communicating with dispatcher:

(A) There is nothing to prohibit an engineer or conductor from voluntarily making use of telephone for asking dispatcher for train orders.

(B) In case of casualty or unavoidable accident, or act of God, or delay or wreck caused by obstructions of track, collision or other cause, or the failure of block signal, the telephone may be used to communicate with dispatcher and train orders may be sent direct to conductor or engineer.

(C) When a passenger, mixed or freight, or any other trains has been delayed 15 minutes at a blind siding for any cause, conductor will be expected to call up dispatcher on either telephone at siding or with caboose phone. Telephones are located at blind sidings as shown in time table.

(D) The above restrictions as to 15-minute delay do not apply to crews of wrecking or relief trains.

(E) Crews of wrecking trains may report by telephone for orders at stated hours, not exceeding three times per day.

70. When train encounters a red light or red flag on single track unattended they will protect to the rear and flag ahead one-half mile.

71. Hereafter, when you have dead engine in train to be set out, place it first out, to facilitate handling in picking up.

72. Trains must use caution in passing trains receiving or discharging passengers at a station and cars must not be moved between such train and the platform at which passengers are being received or discharged unless preceded by flagman and then only when absolutely necessary.

73. Cars must be placed at least 100 feet back on either side of public street or road crossing when parting trains for the purpose of clearing the crossings, or when setting cars out at a station.

74. Engineers on light engines when stopping at Tehachapi to eat, must put engine out of the way so as not to block siding. Engines must not be left at water spouts on the long siding.

75. Conductors called for wrecking trains east of Bakersfield will report direct to Kern Junction Tower for orders and immediately advise yard office of their arrival, so there will be no question as to whether conductor is on hand or not.

76. Conductors on westward wrecker from Bakersfield report at telegraph office for orders, also notifying yard office immediately for same reason as above stated.

77. To expedite movement of wrecker out of terminals, report as quickly as possible when called and not wait to eat as meals will be provided on wrecker.

78. At Mojave, trains entering yard will be governed by the following signals:

(A) WESTWARD TRAINS:—Santa Fe by Hall Signal. Southern Pacific by Signal 3811 (minute block).

(B) EASTWARD TRAINS:—Signal 3802 (minute block).

(C) Trains arriving at Mojave from N. & C. line must stop before fouling main track regardless of position of derailer or signals received.

(D) When necessary to signal westward trains, Herder will use yellow signal for Southern Pacific trains and green signal for Santa Fe trains. For eastward trains, Herder will use yellow signal.

(E) Freight trains will not enter until signal is given by Herder.

79. At Honby, back track will be used as siding by freight trains and switches **are so set. When necessary for passenger trains to take siding at that point, they will use the inside track up to point of cross-over.**

80. Helper engines between Tehachapi and Summit will be governed by following:

(A) Operator at Tehachapi will have a staff, and will deliver same to east**ward trains having helpers to return from Summit, except as provided in Sections D, E and F.**

Conductors of trains stopping at Tehachapi and requiring staff will personally procure same and deliver to leading helper engineer, personally notifying engineer handling train that he has done so.

For trains authorized to register by Form 2642, having helpers to return from Summit, operator will deliver staff to leading helper engineer and will hand to conductor and all other engineers in train, a clearance on which is written "Staff to Engineer."

(B) After receipt of staff train may proceed to Summit, keeping clear of **superior trains, providing train has also been cleared as required by the rules and regulations of Operating Department.**

(C) After an engineer has in his possession the staff, his engine and all en**gines at Summit may return coupled to Tehachapi regardless of opposing trains except first class.**

(D) As section C provides that helpers are required to clear first-class trains **the staff need not be delivered to first-class trains except when such trains have helper to cut out at Summit and there are no helpers at Summit with which it can couple. Helpers when waiting at Summit to clear first-class trains will not leave without ascertaining whether such first-class trains have helpers to couple in with them.**

(E) When it is desired to run two or more trains to Summit, before allowing **helper of any to return, operator will upon instructions from dispatcher deliver to enginemen and conductors of all such trains, except the last, in place of staff, clearance on which is noted, "Staff at Tehachapi," provided operator has staff in his possession. Clearance so worded will be sufficient authority for trains to move to Summit as if staff had been received. To last train staff will be given. "Staff at Tehachapi" clearances do not authorize trains to return to Tehachapi. When train receives "Staff at Tehachapi" clearance and is passed at Tehachapi by another train having a helper, the train which is passed will not thereafter proceed without first returning to telegraph office and ascertaining whether the train passing has the staff. If the train passing is given the staff, the train which is passed cannot thereafter proceed until staff is returned, and conductor will personally surrender all clearances to operator.**

(F) Staff will not be delivered to trains which have no engines to return from **Summit. When there is no helper to return from Summit, "Staff at Tehachapi" clearance will be delivered (except to first-class trains) provided the operator has staff in his possession.**

(G) On return to Tehachapi, engineer with staff will personally deliver it to **operator without delay.**

Trains moving on staff between Summit and Tehachapi will register at Tehachapi in following manner:

In first column: Staff.

Second column: Signals (None) and balance of information as required by register.

In registering out register on separate line in the usual manner.

81. When a train or a portion of a train takes the siding it must not stop foul of the main track to allow the brakeman to get on after closing the switch but first pull into clear.

82. When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof. Enginemen must know the location of cars thus left standing and must use extreme care in returning for rear portion of train.

83. On double track lines when a train finds a fusee burning red on or near the track it occupies, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

RATING OF LOCOMOTIVES--SAN JOAQUIN DIVISION In Ms. of 1000 pounds back of tender

CLASS			ENGINE NUMBER	Boiler Pressure	BAKERSFIELD AND FRESNO, BAKERSFIELD AND KERMAN, via ARMONA			BAKERSFIELD to MOJAVE	MOJAVE to BAKERSFIELD	MOJAVE to SAUGUS	SAUGUS to MOJAVE
					THROUGH East and West	LOCAL East	LOCAL West				
A—79	15-25/28	102	3016 to 3024	200	3470	3910	4130				
E—63	17/24	47	1331 to 1353	140	1765	2040	2105				
E—63	17/24	52	1309, 1312, 1326, 1327	140	1950	2210	2320				
E—69	18/24	69	1386, 1387, 1389, 1390, 1392, 1393, 1394, 1396, 1397, 1401	165	2380	2675	2825				
E—69	18/26	74	1464, 1465, 1466, 1467, 1469, 1471	165	2620	2820	3190				
E—73	20/24	89	1433 to 1443	190	3230	3620	3850				
E—73	20/24	92	1445 to 1458	190	3230	3620	3850				
E—73	20/26	100	1526 to 1540	200	3630	3920	4080				
M—63	20/28	126	1615 to 1719	190	4315	4845	5065	660	765	845	765
M—63	21/28	144	1725 to 1769, 1780 to 1803	195	4890	5500	5790	755	880	970	880
M—63	21/28	147	1804 to 1822	200	5020	5615	5925	755	880	970	880
T—57	18/24	76	2094	150	2630	2950	3115				
T—57	18/24	80	2040, 2053, 2073, 2081, 2082, 2095	165	2920	3285	3435				
T—57	18/24	86	2134 to 2153	160	2805	3155	3310				
T—57	18/24	92	2170, 2172	170	3020	3390	3580				
T—57	18/24	96	2155, 2175, 2180	170	3020	3390	3580				
T—63	19/24	105	2221 to 2234	160	2835	3650	3375				
T—63	20/26	112	2235 to 2273	180	3840	4300	4525	575	665	740	665
T—63	21/28	144	2301 to 2310	200	5020	5830	5925	755	880	970	880
T—63	22/28	160	2312 to 2352	200	5490	6100	6510	815	955	1055	955
T—63	22/28	162s	2353 to 2362								
T—69	20/26	113	2212 to 2220	180	3560	4005	4155	575	665	740	665
T—69	20/26	124	2282	180	3650	4005	4155	575	665	740	665
TW—51	20/26	111	2957	160	4095	4600	4760				
TW—51	20/26	120	2938, 2939, 2941, 2942	170							
TW—54	21/32	155	2914, 2915, 2917, 2918, 2919, 2921, 2922, 2923	170	4700	5280	5580	700	820	905	820
TW—54	23-35/32	155	2916 and 2920	180	5125	5760	6075	790	915	1010	915
C—57	22/34	172	2600, 2601, 2602, 2604, 2605, 2606, 2608, 2610	175				830	1000	1100	1000
C—57	22/34	176	2613, 2614, 2615, 2617, 2620, 2621, 2622, 2623	185				900	1050	1160	1050
C—57	23-35/34	173	2603, 2607, 2609, 2611	200				845	985	1085	985
C—57	23-35/34	177	2612, 2616, 2618, 2619	200				845	985	1085	985
C—57	22/30	180	2624 to 2679	200	5980	6720	7090	940	1070	1175	1070
C—57	22/30	184	2700 to 2751	200	5980	6720	7090	940	1070	1175	1070
C—57	22/30	187	2513 to 2599, 2752 to 2836	200	5980	6720	7090	940	1070	1175	1070
Mk—63	26/28	210s	3236 to 3270	200				1165	1355	1500	1355
F—63	27½/32	273s	3601 to 3610	200				1405	1635	1800	1635
MC—57	26-40/30	401s	4029 to 4043	200				2170	2500	2750	2500
		395s	4044 to 4048								
MM—63	25-38/28	320	4200 to 4211	200				1790	2070	2280	2070
Allowance for Empty and Under-loaded Cars–Ms			Less than 40 Ms		6	6	6	3	3	3	3
			40 to 50 Ms		3	3	3	0	0	0	0
			More than 50 Ms		0	0	0	0	0	0	0

C. G. TANDY ....Fresno
J. B. WILSON........................Bakersfield
Trainmasters.

E. F. WASEM,
Chief Train Dispatcher.

R. M. McLEOD,
Asst. Chief Train Dispatcher.

C. G. TROTTER, Examiner.

Train Dispatchers.
L. J. Baker.
C. A. Glocksine.
L. A. Grubbs.
E. L. Braswell.
O. D. Day.
L. G. Fell.
J. S. Fockler.
R. W. Wilson.
E. B. Curtiss.
W. M. Lane.

F. M. WORTHINGTON, Superintendent.

P. SLATER, Asst. Superintendent.

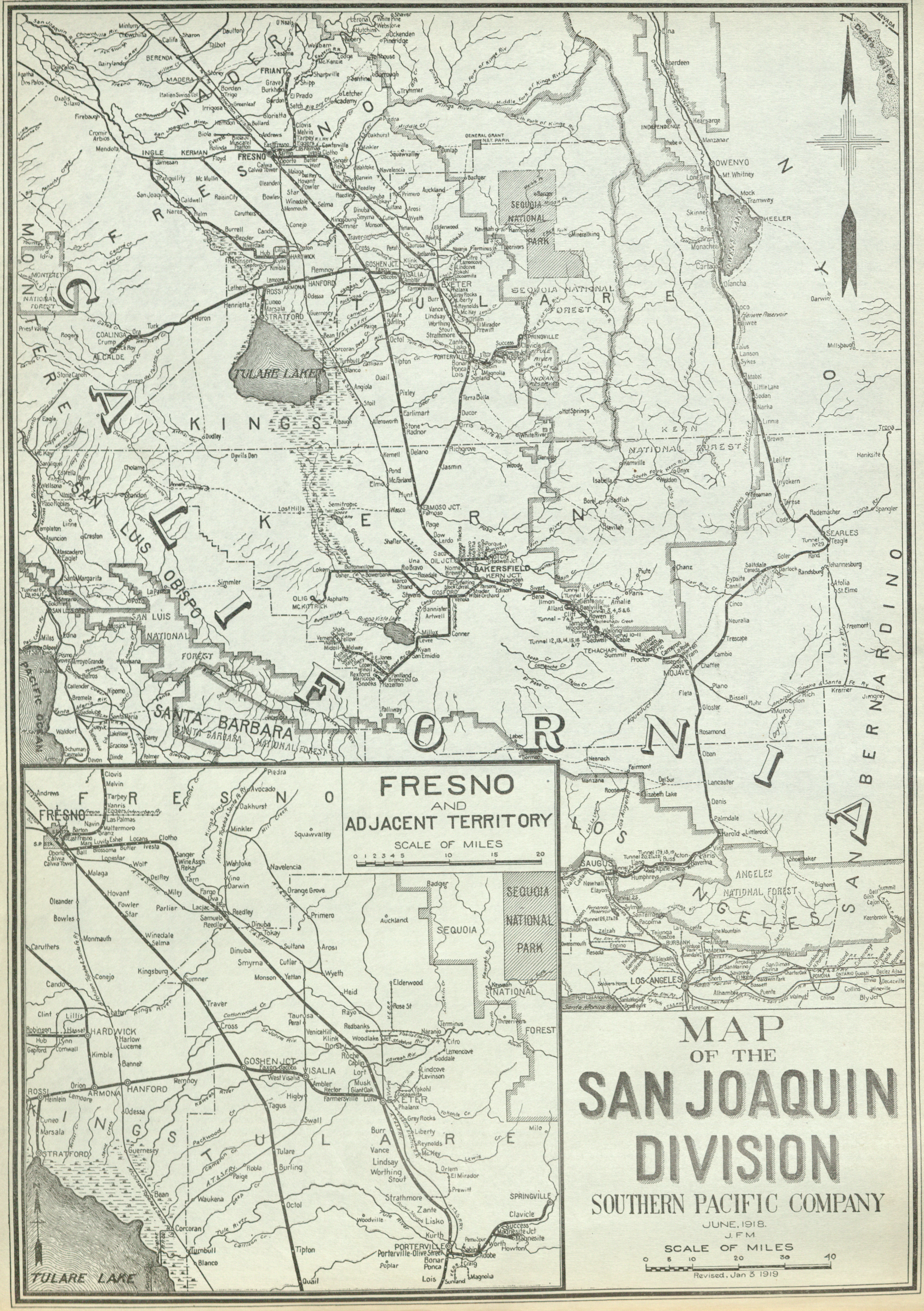
MILEAGE.

Main Lines

End Stockton Division to Fresno	C. P. Ry	1.80	
Fresno to Saugus	S. P. R. R	244.66	
Kerman to Goshen Jct.. Via Armona	S. P. R. R	51.37	
Total Main Line			297.83

Branches.

Alcalde	S. P. R. R	Armona to Alcalde	44.32	
Asphalto	S. P. R. R	Bakersfield to Olig	50.06	
Clovis	S. P. R. R	Fresno to Friant	24.14	
Fresno	S. P. R. R	Fresno to Famoso	102.61	
Magnesite	S. P. R. R	Magnesite Jct. to Magnesite	2.44	
Oil City	S. P. R. R	Oil Jct. to Ainrof	6.21	
		Treadwell to Porque	2.40	8.61
Owenyo	C. P. Ry	Mojave to Owenyo	142.90	
Riverdale	S. P. R. R	Hardwick to Ingle	42.16	
Springville	S. P. R. R	Porterville to Springville	15.86	
Stratford	S. P. R. R	Rossi to Stratford	8.25	
Visalia	S. P. R. R	Goshen Jct. to Exeter	16.76	
Total Branches				458.11
Total San Joaquin Division				755.94


FRESNO
AND
ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15 20
CALIFORNIA
MADERA
FRESNO
TULARE
KINGS
KERN
INYO
SAN BERNARDINO
LOS ANGELES
SANTA BARBARA
SAN LUIS OBISPO
MONTEREY
NEVADA
Death Valley
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
KERN NATIONAL FOREST
SAN LUIS NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOREST
MONTEREY NATIONAL FOREST
GENERAL GRANT NAT. PARK
TULE RIVER INDIAN RESERV.
TULARE LAKE
Buena Vista Lake
Owens Lake
PACIFIC OCEAN
N
FRESNO
MADERA
BAKERSFIELD
KERN JCT.
FAMOSO JCT.
GOSHEN JCT.
VISALIA
HANFORD
EXETER
PORTERVILLE
STRATFORD
COALINGA
SAN LUIS OBISPO
TEHACHAPI
MOJAVE
SAUGUS
LOS ANGELES
SEARLES
OWENYO
INDEPENDENCE
SPRINGVILLE
HARDWICK
ROSSI
ARMONA
KERMAN
INGLE
FRIANT
BERENDA
ALCALDE
OLIG
MC KITTRICK
GOSFORD
OIL JCT.
BURBANK
PASADENA
POMONA
ONTARIO
Tunnel 1 & 2
Tunnel 3, 4, 5 & 6
Tunnel 12, 13, 14, 15, 16 & 17
Tunnel No 29
A.T. & S.F. RY.
Tonopah & Tidewater R.R.
Trona Ry
Los Angeles Aqueduct
Kings River
San Joaquin River
Kern River
Tule River
Kaweah River
Fresno River

MAP OF THE SAN JOAQUIN DIVISION

SOUTHERN PACIFIC COMPANY

JUNE, 1918.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40

Revised, Jan 3 1919